

## Speaking Out About Ontario

ONTARIO, CAL. — "I don't see how we can put over 100 bikes through that first turn at 150 mph and keep everyone upright!"

This is the fear of Kel Carruthers of Australia after a testing session at Ontario Motor Speedway early this week in preparation for the Champion Spark Plug Motorcycle Classics, Oct. 13-17.

"I certainly do like the purse (nearly \$100,000 total, the largest ever offered for a motorcycle race), but I don't care much at all for the traffic," Carruthers said. "There's only one path through that series of high speed turns after you leave the oval and get onto the road circuit. If a slower bike gets in the way there's no place to go. It should be interesting for the spectators, but not much fun for the riders."

Adding to the riders woes is their unfamiliarity with the 3.194-mile Ontario road circuit.

"It will greatly affect the Americans who have never ridden it, but I should think the Europeans will adapt very quickly," he said. "The Europeans ride courses of eight and nine miles every week, so they're naturally quicker to learn."

Carruthers, 34, is a veteran of 17 years of motorcycle competition.

Top European riders entered for the "Classics" are Paul Smart, Phil Read, Rod Gould and John Cooper along with New Zealanders Ginger Malloy and Geoff Perry and Canadian Yvon DuHamel.

The U.S. will be represented by the current national championship points leader Dick Mann, the defending national champ Gene Romero, and such standouts as Cal Rayborn, Gary Nixon, Jim Rice, Don Emde, Jody Nicholas, Tom Rockwood and Chuck Palmgren.

The five-day racing program begins Wednesday, Oct. 13 with practice followed by qualification races on Thursday. Novice and Junior races are scheduled for Friday, Oct. 15 with a Junior/Expert combined race and a national motocross set for Saturday, Oct. 16. The 250-mile Champion Motorcycle Classic will get the green flag at noon on Sunday, Oct. 17.

Tickets are now on sale at the Speedway Ticket Office, and through all Ticketron outlets in Southern and Northern California. For further information contact Brian Tracy, (714) 983-5811.

and their crew ready to grab off the biggest of them all this year.

Gene Romero has finished inside the top ten on five of the previous six race occasions this year. His second place finish two years in a row at Daytona can not leave him overlooked, although he has yet to win a road race.

Romero will be a contender as he has a chance to come from behind and snatch the Grand National point title away for the second straight year. He must finish ahead of Dick Mann to do this and few, if any, have been able to do it this year. Romero, rest assured, will try.

For the other three riders on the Triumph team it has been up and down with various problems this year. Gary Nixon has finished only one road race. Many say he is still a threat in any road race but an old injury and lack of total laps may cancel him out. It will be a last ditch try for Gary who will be on a new machine, in competition for the first time.

Tom Rockwood and Don Castro round out the team. Rockwood has four years of road racing behind him and is strong in the late laps, if the machine is running. He has finished in the top ten at Daytona two of the last three years.

(Please turn to page 26)

# ONTARIO LOWDOWN

For the first time in the history of professional road racing a major event on pavement will decide the Grand National AMA title. The chase has taken place from coast to coast and now comes the payoff.

The first annual "Champion Sparkplug Motorcycle Classic" is the official name as the sparkplug people jump into cycle racing full force, and they are in it to stay.

In past years more and more "Factory Teams" have been formed by the various American distributors and from time to time foreign riders have made their way to Daytona in particular, and a few other races in general. Now both the teams from these shores and the majority of the current top riders from other nations will all be on the track October 17th for what is really the first meeting from both sides of the waters that surround the USA.

First a look at the factory teams as they get ready for their final, not first, test of the season.

## THE BSA TEAM

The strongest team entered on the basis of the finish results from the six previous road races in 1971. Led by Dick Mann who is finished his 19th year in racing.

Mann and his BSA Rocket three have compiled a record unsurpassed in previous seasons: Three wins, two seconds and one third place. It may take some unknown youngster another 19 years to top this performance.

Dick also will have to turn in one of the best rides of his record length career to capture the overall point title. He has two other riders breathing over his shoulder and 250 miles is no cinch, or certainty for any rider or machine. But Mann and his BSA Triple have the past track record to prove that this is the combination to beat.

BSA backs up Mann with rookie Don Emde who has the second best finish average this season in road racing. Three third place finishes, one fifth and a pair of sixths in six times set out in national road races. No first year Expert has ever before turned in a record like that his first year in national road racing competition.

Dave Aldana is the third rider on the list. Early season mechanical troubles plagued him at Dayton, Atlanta and Seattle. But the BSA is humming from start to finish now and his last two national road races have produced a fourth and a fifth place finish.

The fourth rider on the BSA team is Jim Rice. The most consistent rider on the national circuit this year and a contender for the point title coming into Ontario. In four out of the six previous road races Jim has finished inside the first ten, positions that carry the majority of the national points. Jim is perhaps the most improved road racer in America this year.

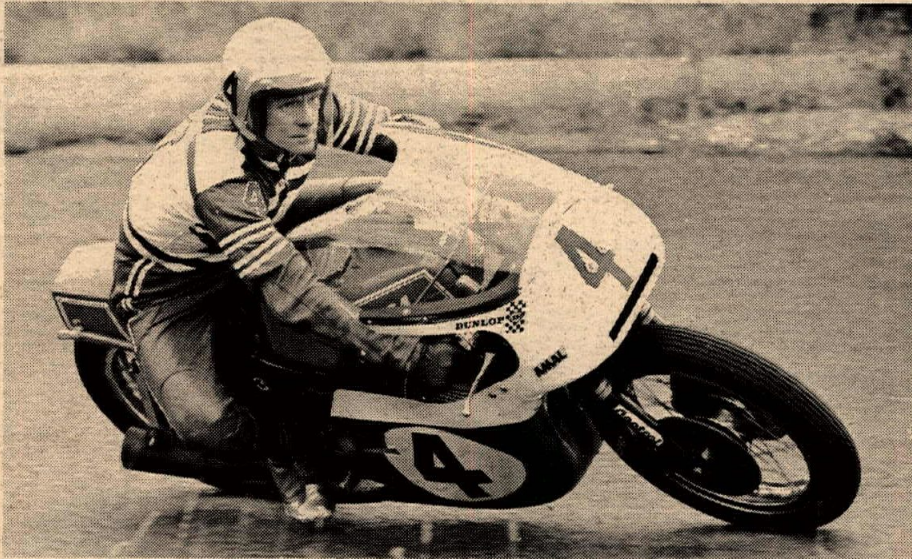
That's the BSA team, a record of proven reliability on machines that have turned in a fantastic record of durability and top speed. Four seasoned riders and a team of mechanics that know how to keep the machines running the total distance. Beat the BSA's and you have a winner at the "Big O". Probably, but not likely. RATE BSA AT 2 TO 1 FAVORITES.

## THE BSA TEAM:

- 2 Jim Rice
- 3 Dave Aldana
- 4 Dick Mann
- 25 Don Emde

## THE HARLEY-DAVIDSON TEAM

Once the team to beat in any road race but has fallen on hard times in recent seasons in national road racing. The new 750 Twin has yet to prove itself, not for top speed, but for



## THE MAN TO BEAT AT ONTARIO...

...Is Dick Mann on the team BSA. Currently leading his closest rival (Gene Romero) by 78 points in the National Point Standings, Mann is on the verge of achieving an honor he has had only one other time during his lengthy career--The Grand National Championship and with it the No. 1 plate. To win this title now worn by Romero, Mann must finish 14th or better and he will cinch the title. Photo by David Swift.

reliability. The machine has only finished in the top three in one of the previous six events this season.

Rider ranks are thin and only Mark Brelsford and Cal Rayborn could ride home a winner. Both are excellent road racers, both have won national pavement events.

The 250 miles appears to be too long a race for the American built brand. They will be up there early in time trials and the opening laps of the 250 miler, but it is the late laps that count. H-D still looking. Has the pilots but not the weapons in this one. Come close to not entering the team riders but national points are at stake and a finish within the top ten in the final standings for two of the riders. BRING H-D IN AT A 50 TO 1 SHOT.

## THE H-D TEAM:

- 7 Mark Brelsford
- 14 Cal Rayborn
- 16 Dave Sehl
- 32 Bart Markel

## THE KAWASAKI TEAM

The 500cc three cylinder two stroke have been trying for three years to get it all together. In the last road race before Ontario, at Talladega, they did just that.

The jolly green giant gas-eaters are quick and getting more reliable with each race. Kawasaki also has well seasoned riders, in most cases. For the public they are not an official factory team but headquarters keep and maintain the front running machines and has full time mechanics working on them all the way. The fastest of the two strokes entered, and that includes a bunch.

Canadian Yvon DuHamel leads the list. He won his first National at Talladega in record time. A charger who sometimes forgets to turn it off. A rider that has to lead from the opening lap and 250 miles may be his downfall — or fall-off.

Right behind is the highly underrated Ralph White who has twice gained a high finish position this year in road race nationals. Ralph has been looking for the big one for many a lap and could put it all together, if the machine will match his ability.

Walt Fulton rounds out the rather thin Kawasaki ranks. He will be on a privately entered machine that has topped the "works" bikes more than once this year. A good road racer that has yet to really put it all together.

KAWASAKI — AN OUTSIDE LONGSHOT AT 15 TO 1.

## THE KAWASAKI RIDERS:

- 11 Yvon DuHamel
- 17 Walt Fulton
- 47 Ralph White

## THE SUZUKI TEAM

Has four excellent riders on the full factory supported team. Three have won national road races in the past but so far this year it has not been the year for Suzuki. The 500cc two stroke twins are the sleekest and lightest machines in road racing but various mechanical problems have plagued them all season. Recent road races have been producing better results, but not good enough to be a contender for the win. Things could change at Ontario as Suzuki does try harder in the late stages of the game each year.

From end to end Suzuki has the riders to win any road race. Jody Nicholas, Art Baumann, Ron Grant and Ron Pierce are all top flight in anybody's book.

Nicholas appears to have the best chance to lead the Suzuki team. He is running red hot this year on both the pavement and the dirt. Baumann ranks next and then Pierce. Grant came up with an injury a year and a half ago and appears to have never really regained the form that carried him to one national win a few seasons back. Injuries heal and Grant may be the charger to put it all together, but it is not too likely.

Suzuki has all the potential and Oct. 17 may be their "Comeback" for 1971. A 25 TO 1 SHORT WOULD BE WITHIN REASON.

## THE SUZUKI TEAM:

- 23 Jody Nicholas
- 24 Art Baumann
- 37 Ron Pierce
- 42 Ron Grant

## THE TRIUMPH TEAM

Another talent loaded four rider team with road racing experience coming out their ears and exhaust pipes. The Triumph Trident triples are proven and as reliable as the British BSA's.

In previous time trials the Triumph has been the fastest machine in American racing. Many close finished in previous nationals could find Triumph



# WEIL WAITS WHILE REST WALLOW WHEN RAIN

By Tod Rafferty  
Cycle News East  
UNADILLA VALLEY, N.Y., Oct. 10, 1971 — For the second week running, rain turned the Trans-AMA series into a soggy struggle with the elements. There

## NAME THE BABY PRO



"You never see me crossed up, especially since I've won 'Lynch City' two years running. I like racing against the best but I've never been across the Atlantic. I hope to beat the best soon, like my teammate on the 4th."

Perhaps this week's BABY PRO has said too much, but that's OK because we expect to get a lot of right and wrong answers anyway. We learned a lot from our first BP contest so we'll be changing the rules this time. Entry deadline is Thursday, Oct. 21, at midnight and all correct entries will be put into a huge vat for a drawing to be held Monday, Oct. 25. This will give everyone an equal chance at winning — not just those in SoCal. Also, limit of one name per card or letter and it must be spelled correctly. Send 'em to "BABY PRO", c/o Cycle News West, P.O. Box 498, Long Beach, Calif. 90801.

had been few complaints about the mud at Elkhorn, where the loam base provided some traction, but Unadilla was stone slippery.

With nearly 100 entries, the 250 National class had to be divided into two heats, a consolation, and a final.

Five minutes into the first moto, fully half the 250 field was bogged down in the mud on the steepest hill, so the support riders unwillingly became the comic relief for the rain-soaked spectators. The humor was undeniable; some riders had to pause for a giggle break to watch their colleagues slippin' and slidin'. The left side of Mud Mountain was a stand of small trees and bushes where the erosion wasn't so bad. This soon became the primary detour and the challenge was dodging photographers and spectators. After two motos the officials decided to re-route the course, since the riders were doing it anyway.

The 250 results are still unofficial at this writing, but it seems certain that Maicomman Tim Hart of Torrance, Calif., took first overall with a win in moto 1 and a second place in the final. Hart was listed as first in the final go, but Gary



This motocross looked more like an Enduro.



Chaplin (Mai) finished in front only to discover that he'd been without a scorer all day. Dick Burleson won moto 2 and finished behind Hart in the final, and DeWayne Jones took two thirds. So, unofficially, it's Hart then Burleson, then Jones for top three overall.

Scoring the 500 International class was a bit less difficult. Sylvain Geboers

One of those rare motocrosses in which you not only picked your own line but also your own course.

*Ride Silent...  
Run Wide.*

\*\*\*\*\* CUT OUT & SAVE \*\*\*\*\*

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## regularly scheduled events

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For Listing in this column call or write:  
CYCLE NEWS  
Box 498, Long Beach, Ca. 90801  
(213) 427-7433

**EVERY WEDNESDAY**  
A.C.A. SHORT TRACK & TT at El Toro Speedway (formerly Orange County Speedway) 23001 Valencia. El Toro, Calif., El Toro off-ramp San Diego Freeway. Pre-Entry \$5.00. Post-Entry \$10.00. Pits open 6:00 p.m., practice 7:00. First race 8:00 p.m. ACA license required. Pit men \$2.00 membership. Guaranteed Purse Sr. Classes. Admission \$2.50, Jr. (12-16) \$1.50. Info: (714) 744-3222.

### 1st & 3rd SUNDAY OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. 1st & 3rd Sunday — Motocross — all classes 8 a.m. practice — 10 a.m. start — \$2.00 gate entry — \$2.00 race entry with membership, \$2.50 without membership. Effective Nov. 1, silencers required at all events. Info — (714) 247-7473 (eves.)

**EVERY SATURDAY**  
TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Silencers required. Off Hwy. 71 in Elsinore, Calif.

### EVERY THURSDAY CMC NIGHT MOTOCROSS AT ASCOT PARK

\$5 post entry — 3 number plates. CMC license required. Pit gates 4:30 PM. First race — 7:30 PM. \$400 purse, Experts — trophies, Juniors and Intermediates. General admission, \$2.95, Junior admission \$1.95. Kids admission \$.50. Under 8 Free.



calendar

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### WEDNESDAY, OCTOBER 13

SPEEDWAY, SRA. Kern Co. Frngds, Bakersfield, Ca. 8:00 pm. 213/793-1558.

### THURSDAY, OCTOBER 14

CMC MX, Ascot Park, Gardena, Ca. \$5 post. Night. 213/323-9710.

TT/FT, Trojan Spdw, South Gate, Ca. 7:15 pm. 213/862-0229.

ST/TT SCRAMBLES, Arena Park Rcw, Lubbock, Tex. 8 pm.

### FRI.-SAT., SUN., OCTOBER 15-17

CUSTOM AUTORAMA, MOTORCYCLE AND HOT TODDY SHOW, Long Beach Arena, Long Beach, Ca. Info: Box 400, Maywood, CA 90270. 213/588-1934, 588-4551.

### FRIDAY, OCTOBER 15

SPEEDWAY, Cal-Expo, Sacramento, Ca. 8:15 pm.

SPORT SCRAMBLES, American Cyn. Vallejo (Ca.) Spdw. 8 pm. \$2 ride/watch. 'C' Trac. 707/644-0741.

1/2-MILE, Ascot Park, Gardena, Ca. Night. 213/323-9710.

SPEEDWAY, Orange Co. Frngds, Costa Mesa, Ca. 8:15 pm. 213/793-3927.

MX, USRC, El Toro (Ca) Spdw. 7:30 pm. \$5 post. Cash to Srs. Box 1027, Pomona, CA 91769. 714/985-3149.

### SATURDAY, OCTOBER 16

SPORT ST, Valley. Cycleland Spdw, 14 mi. S of Chico, Ca. 8:30 pm. \$2 ride/watch. 916/342-9302.

PRO 1/2-MILE, Corona (Ca.) Rcw. Pacific Coast Championship. 8 pm. 714/735-1705.

PRO 1/2-MILE, Corona (Ca.) Rcw. Pacific Coast Championships. 8 pm. Free Parking. 20 laps. (714) 735-1705.

TT, Elsinore (Ca.) Rcw. Off Hwy 71. 7:30 pm.

ENTRIES CLOSE for Jackass Enduro, \$7, teams \$1 extra per rider. Nick Pomo, 224 Spruce Ave., Montebello, CA 90640. 213/728-5764.

### CHANGES/ADDENDUM

As of November 7 all Deadman's Point motocrosses will require the use of a silencer. Sounds good.

CMC MX at Saddleback December 5, CANCELLED. Trans-AMA instead.

TT SCRAMBLES by Oasis MC at Fallon, Nev., CANCELLED.

NIGHT SCRAMBLES, Fremont (Ca) Rcw. 7 pm. Silencers. 415/322-1514.

SHORT TRACK, Monterey Bay Rams. Monterey (Ca.) Frngds. Series.

### SUNDAY, OCTOBER 17

CMC MX, Saddleback Park, Ca. \$5 mail (10/12), \$10 post. 10 am. Box 1402, Costa Mesa, CA 92626.

MINIS, AMRA, Indian Dunes, Valencia, Ca. \$2.50 post, \$3 non-members. 10 am. 805/259-8000.

MX, Deadman's Point, Apple Valley, Ca. 10 am. \$2 post, \$2.50 non-members, \$2 gate. 714/247-7473 eves.

TT, Mile High. Slaughterhouse Gulch Rcw, Prescott, Ariz. Noon. \$2.50 bike, \$1 gate. 602/445-0022, 445-0315.

AMA NATIONAL CHAMPIONSHIP ROAD RACE, Ontario Motor Spdw, Ontario, Ca. 200 miles. The biggie.

MX, Cloverfield Motorcycle Race Track, Cloverfield Airport, Friendswood, Tex. Noon. \$2 ride, \$1.50 watch.

RACES, Orange Cycle City Park, Orange, Texas. 2 pm. \$2.50 entry. 713/745-1385.

ACA MX, Osteen Park, Pomona, Ca. \$5 mail, \$10 post. Cash to Srs. 9 am. 106 N. Claudina, Suite 312, Anaheim, CA 92805. 714/774-3ACA.

MX, Dirt Diggers North. Cal Expo, Sacramento, Ca. \$3 mail, 10/9. 10:30 am. Silencers. D-36 pts. Box 699, Loomis, CA 95950. 916/652-7800.

HARE SCRAMBLES, Arizona Desert Raceways, Phoenix, Ariz. \$10 mail, \$15 post. \$100 to 1st, pay to 10 places. 1408 E. Granada, Phoenix, Ariz. 85006. 602/252-1900.

(Please turn to page 30)



# WASHES UNADILLA

(Suz) opened an early lead in the first moto, but slipped at about the halfway mark to let Adolf Weill (Mai) and

be denied his preference for a muddy track. (Results on page 28)



Staying on was the biggest battle.

Torleif Hansen (Hus) pass. Geboers had to work hard to make up ground and finished third. The 30-minute moto was obviously rough on all the riders, as even the leaders were visibly tired near the end.

The second moto was shortened to 20 minutes and Weil and Geboers were rested and ready to go at it again. Weil took the lead, but Geboers closed steadily and after a half-dozen laps sailed by to gain the advantage and hold it. Hansen and fellow Husky rider Heikki Mikkola finished second and third, followed by Tore Jonsson (Mai) and Gaston Rahier (CZ). Mark Blackwell (Hus), first American rider at Elkhorn, finished ninth in the first and second motos.

With darkness threatening, the final moto was condensed to a quarter-hour. Again it was Weil, Geboers and Hansen scrapping for the lead with Rahier and Bauer in attendance. Hansen won it, with Weil second and Rahier third. Geboers twisted his knee badly but finished fourth. He was taken to the hospital immediately. Willi Bauer placed fifth, followed by the CZ's of Dave Bickers and Barry Higgins.

At this writing, only the first five positions are available: in order were Weil, Hansen, Geboers, Rahier and Mikkola.

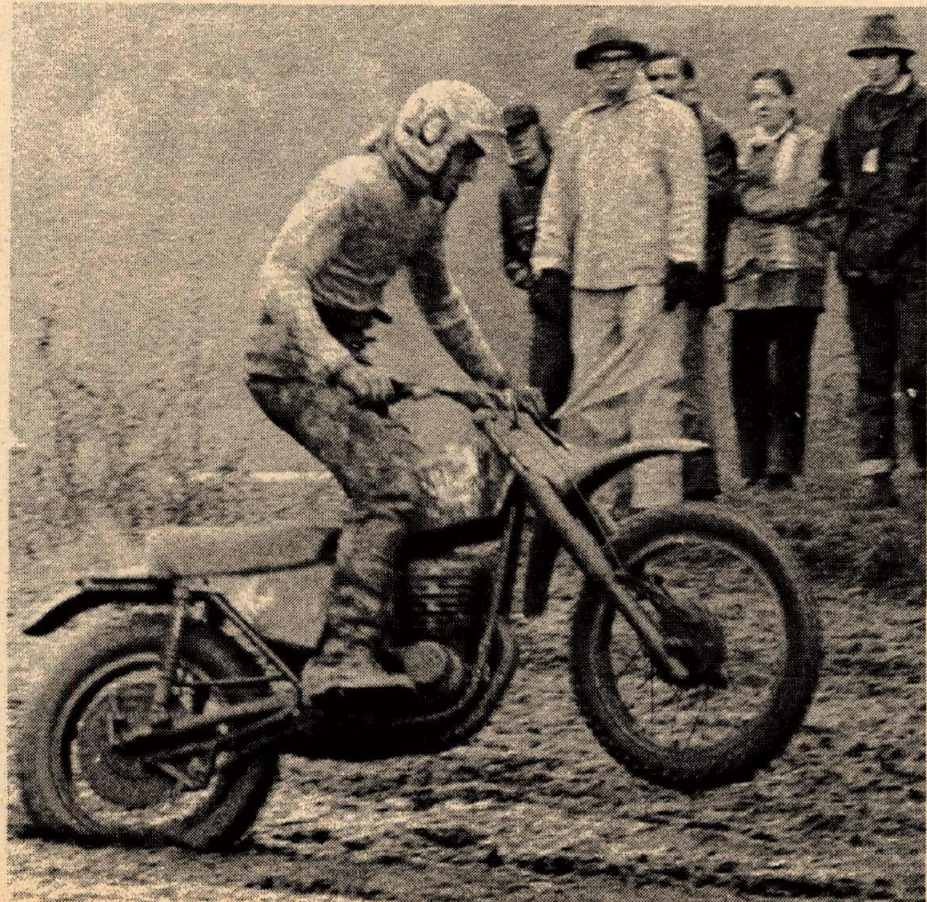
The Trans-AMA series moves next to Copetown, Ontario on October 17, then to Toledo, Ohio, on October 24, where Joel Robert and Roger DeCoster will join the battle. Hopefully, Robert will



To some, it was a pushing contest.



If you look closely, you can see a rider and machine beneath the mud.



That tire isn't flat—just submerged.



Leave it up to the Europeans to show how it is to be done like Adolf Weil (It.).



# Cycle News

"America's No. 1 weekly motorcycle newspaper. You'll always see it FIRST in Cycle News!"



## A-LITTER-ATION

The currently conspicuous conglomeration of "cutie" cycle clubs certainly calls for capable conscientious curtailment, calculated compression, and compulsory consignment to concentration camps of these capricious cliques, composed of consummate clowns! (Roget, pp. 728 et seq.)

THEREFORE, BE IT KNOWN that T.O.M.C.A.T. M.C. is now organizing to resist the onslaught of these bird and mouse oriented groups, who have recently received much valuable editorial time and space.

Our By-Laws speak for themselves as scintillating examples of clear thinking and efficiency, to wit:

1. Requirements for Membership: Old enough to know better, but will try it anyway. Kinds under 45 may be known as Kittens.

2. Dues: Paid by one member to another, alternately, during meetings, at the rate of one can per half hour, or sooner if hotter.

3. Meetings: Whenever two or more members unavoidably come face to face.

4. Competition classes: May ride anything (associate membership for 1 HP -4 leg models). Any member entering any event not sanctioned by T.O.M.C.A.T. will be fined one pack when caught.

5. Points: will be awarded to each member, by himself, arbitrarily.

6. Numbers: Competition numbers from zero to two may be used.

7. New members: In place of the 10 dollar initiation fee, new members wanting a card or decal showing their affiliation with such an exclusive organization are requested to submit a drawing of our emblem: A bandaged, scruffy old tomcat, jauntily waving a can as he chugs off into the desert sunset on his equally beat-up old bike. (Sorta gets ya here, see whattamean?)

8. Search and Rescue: Search for members will continue intermittently thru the pit area, even as far as the smoke bomb. Rescue may include soothing liquids (or even a Medicard!) supplied by Ol' Patrol.

As we have done nothing to rate equal time with these other upstart clubs, we do not expect to have this published - Please?

T.O.M.C.A.T. M.C.  
(Thirsty Old Motorcyclists,  
Cranky And Tired)  
Sun Valley, natch!

Pst! The Editor isn't here so I'll try and sneak it in for ya - Gus the Janitor.

## MY TURN

The Lost Angels M.C. guys are still mixed up. I do belong to a club, the Sled Riders M.C., which you could take lessons from. They have had successful desert runs in which I helped at Saddleback Park; I know about the work in it. All you would had to have done was to explain about the trophy company or, like other clubs, have a referee or telephone number listed on the results.

GUS PAULL  
Newport Beach, Calif.

## CLUB PLUG

A new motorcycle club is being formed for people in the Pomona Valley area, from Kellogg Hill to Fontana.

Many people in this area feel that there is a need for a motorcycle club which is primarily concerned with off-road activities, trail-riding and competition. The club being formed will attempt to bring these people together for sport, friendship and family participation.

Further information may be obtained by calling Dave Martin, (714) 624-5800.

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## BEAR THE STANDARDS

I might be speaking for myself, but I don't like to be kept awake all night before a race, either. However, more than being kept awake, I dislike being old how I must conduct myself at a desert race.

If "Martie" and "Bruce Mattmuller" must set standards, let them do it in their own neighborhoods. Personally I go to the desert and the races to get away from people like them.

CHUCK BILLIET  
421x  
La Puente, Calif.

## 4 ACES GET WINNING HAND

An open letter to the Four Aces M.C.: I rode your Grand Prix at Willow Springs, you put on Oct. 2-3 and I



## VOICES OF THE WEST

would like to tell your club a thing or two!

It was great, one of the best. All the club members that I came in contact with, were most pleasant and very helpful. If they talked badly at you, you had it coming, they were only doing their job. My race was at 1 p.m. and that's when it started, not early or late; all the races were like that - right on time. The crowd control was the best ever. Not once did I have to play miss the spectator.

Take note fellow racers: If you missed this one don't miss next year's.

The course was rough but fun, and isn't that what it's all about?

BOB SHAW  
Desert 597 MX  
Van Nuys, Calif.

## ...AND DISCOURAGING WORDS

I'm disappointed in the Four Aces' Grand Prix this year. A Grand Prix should be just that, "GRAND".

You would think with the \$8.25 entry fee you would get a map of the course as advertised at the sign-in, but you didn't. You had to buy a program for \$1.00 to get a map. This is probably "GRAND" for program sales but not for the riders.

It was also stated that no Mini-Bikes would be allowed on the grounds, but they were running all through the camp area.

The gas pits were a disgrace because they were full of spectators. A rider could hardly see his pits. A Patrol did come through and say no spectators allowed in the pits. However, they didn't leave and should not have been allowed to stay. To begin with I think a stronger hand should be taken with spectators at big races like a Grand Prix. When you don't control them the rider is the one that always loses.

Let's hope the Four Aces learned something this year for a better Grand Prix next year.

DOC YORK  
Redondo Beach, Calif.

## LITTLE SOUTHERN COMFORT

Recently a couple of my riding

chums decided to go south of the border for the weekend where they planned to do a little riding on the beach and hills of Mexico. They set up camp approximately one and a half miles south of Half-way House on the beach. This is about 30 miles north of Ensenada.

After spending Saturday enjoying a day of riding on the beach and surrounding hills, they prepared for the night, but not well enough; they forgot to chain up their bikes. "What? Chain our bikes up down here, surely no one will come into camp and take them."

The following morning on awakening and looking around the camp they found someone had come into camp and stolen the 1970 BSA Victor and 1969 400 Maico. What a bummer!

Reports were filed, but you know how Mexico is about stolen motorcycle

## NO THANKS

I would like to commend the Sacramento Racer's Association for a fantastic job of notifying riders that the race scheduled for October 3 at Cal Expo was cancelled.

You go through all the preparation and expense of planning to race on Sunday and then drive all the way to the race just to find a closed gate with no explanation whatsoever. It's always fun so spend two hours waiting for someone to open the gate.

I am sure it wouldn't have killed one member of the SRA to get up early Sunday morning and at least leave a sign on the entry gate explaining why the race was cancelled.

Let's hope that other clubs don't follow the poor organization of the SRA.

Keep up the good work, SRA!

MRS. CRAIG GILMOUR  
MRS. RAY ATKINSON  
Napa, Calif.

## THE DUEL IS ON

Please be advised that to the extent of what I've read, I have publicly accepted your recently issued 'challenge' to all comers in a match jump. The details in such an undertaking are obviously many and need to be worked out. I would like to hear from you or your representatives as to when we can begin working on such particulars as location, dates, etc.

I am sending copies of this letter to the major weeklies as proof of my seriousness and in the hope it may accelerate your receiving my message.

Awaiting your reply,

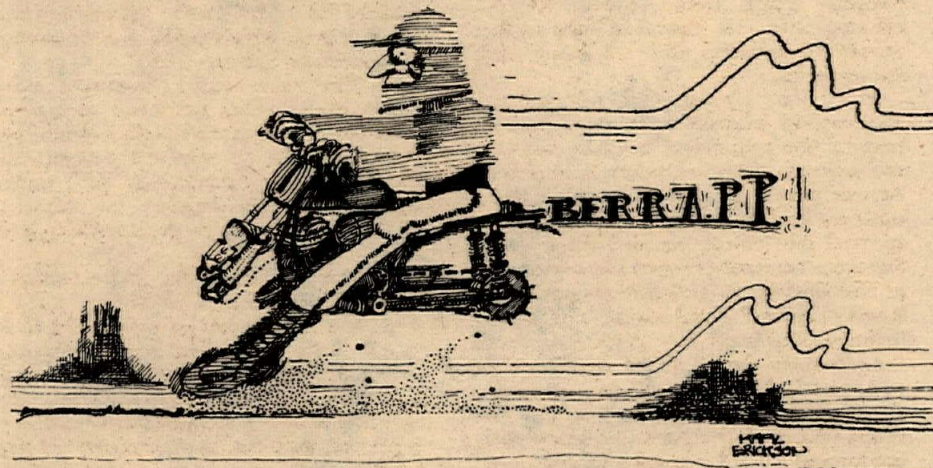
'SUPER JOE' EINHORN

Richmond, Calif.

'Super Joe' successfully cleared 18 cars in a ramp-to-ramp jump last weekend while practicing for his world record attempt. Joe made the jump at his practice site, an abandoned airstrip near his home. "I'm ready to jump 20 cars," claimed Joe, "I think I've got it down pretty well now." No safety ramp was used for the jump, one of the conditions that Knievel stated in the challenge he issued a few weeks ago. "I'm still waiting for a response from Knievel, either through the press or through my manager's regarding our getting together for a match jump."...Ed.



RACKET OR SILENCE?  
IT'S PRETTY MUCH UP TO YOU...BUT  
SILENCE MAY HELP YOU KEEP  
YOUR WHEELS WHERE YOU  
WANT THEM.





Well, we were half-right last week when we said that John Cooper would be coming over here for Ontario — his application is official — but we kinda goofed in saying that he would be riding a Norton. He was asked by the Norvil firm but he has decided to remain with the BSA team and will team with Dick Mann on a Rocket 3...Cooper, by the way, is the only man to have ever beaten the Great Ago two times in a row and Ontario will be his next ride so he's peaked at the right time...

"First Loop" will be shown October 18 at Pacific Coast Honda's regular free film fare. "Loop", Marc-Creighton's film which with the Southern California racing scene, has gotten good reviews where ever it has shown. Problem is, it doesn't get shown that often. Check the Calendar for details.

Local enthusiasts should be sure to drop into the "Bit of Sweden" smorgasbord and say "howdy" to owner Bengt Aberg. It's at 2131 East Broadway, Long Beach.

Ernie Alexander and George Conrad, whose ACE Enterprise was responsible

# the latest

# poop

By Papa Wealey

for the outstanding Can-Am Motocross Series which ended with our own Larry Watkins becoming a Canadian champion and celebrated athlete, are at it again. This time, they are taking the Can-Am team to Mexico City during the first part of December to compete. Motocross is coming on strongly down there and the event should draw at least 100,000 spectators to the cool green hills. Watch our pages for more info as it comes in.

Just got word from the Pacific Northwest Motocross Championships in Colville, Washington. The word came from Maico. Bill Cook won the 250 and 500 classes while Jim Pomeroy won the Grand Prix, followed by the elusive John Maynard. Cooper Motors are

elated. Jimmy Pomeroy has been sponsored on Bultacos by Auburn Motor Sports for some time so his big win on Maico comes as a surprise. Actually, Jimmy qualified on his Bult but neither of them ran by the time the GP came to the line. The young lad borrowed a Maico, winning the championship and losing his sponsor in one shot.

Along with radio station KLAC in the Los Angeles area, here are some others that will be broadcasting the biggie from Ontario: KSOM, Ontario, Calif.; KRED, Eureka, Calif.; KEST, San Francisco; KLIQ, Portland, Ore.; and KGLR, Reno, Nev....Ken Squier will be the chief announcer and CYCLE MAGAZINE's own Bryon Fransworth

will assist.

Another announcer at the Ontario bash — the public address talker Roxy Rockwood, is gonna be on all kinds of TV programs in the Southland area, including Steve Allen Show late in the week; check it out and see what Tommy's dad looks like...

Speakin' of "O" (which we're continually doing right now cuz we're all pumped up on it) here's a few of the celebs who're going to be there: Sydney Portier, Mike Cole, Mike Conners, Barbara Eden, Michael Ansara and Dean Jones...

VERBATIM FROM THE ENGLISH PRESS: Paul Smart got a real surprise when he got out of his van to have a few words with the driver of a car that collided with him on the outskirts of London.

For at the wheel was grass- and sand-tracker Don Godden. "We are almost neighbors," said Maidstone rider. "I couldn't believe it. Still these grass-track riders aren't used to driving on their brakes."

Damage in the incident was slight and the worse injury was to Paul's girl friend, Margaret Sheene, who was struck on the back of the head by a sliding petrol can.

—Motor Cycle News

Varsity Pat says: "Give me a beautiful day, a bottle of win, and a beautiful girl, and you can forget about the beautiful day and the win".

All you riders out there in Trans-AMA land: be sure to tell your tech inspector if you have a Cycle News stickie or he won't put your name down for contingency moolah. We just got the list from the AMA missing ten names that we know were wearing stickies; the rider just didn't point it out.

The Isle of Man International Six Days Trials of 1965 ended with 19 Gold Medals being awarded. The score for the 1971 IOM ISDT: 143.

## scramblin' around

By Maureen Lee

There are actually three columns I'd like to do this week, but since I promised last week what the subject would be, I'll have to stick with it. Still, as a hint of things to come, the piece I did on heat prostration brought in some good response including some great information from John Darby which will be saved and shoved at you before the next hot season starts; then there's one I'm dying to get at brought about by some squeaking emitting from a few big bore two-stroke riders about their scooters being illegal under District 37 rules and they think there may be some problems at Hopetown. Just maybe kiddies, but take heart twin-riders, there are still a few of us around who aren't going to let your class get shafted without a fight.

So on we go, (oops, pardon a sec while I get comfortable in the armor O.K....). What is to be the answer to giving everyone a more even break at getting that number one plate? Right now I'm talking about sporting events, not the pros. The sporting rider wants that number one plate, or at least a low number for his efforts and we've seen guys get to the point where they'd darn near kill themselves just to get into the two digit category.

A few years ago it was possible and it was done, to earn your number one plate with, if you were lucky, a bit of a discount on your parts, a lot of wrench bending on your part and of your friends who worked as mechanics if you didn't and didn't have all the expertise yourself. Not any more. That number one plate now goes to the fully sponsored rider and some of them don't even have to lay their mitts on their scooter except to pick it up at the shop before the weekend and toddle off to do battle with a nice fresh engine. Joe Blow with a respectable two-digit number may be saying prayers that his bike can hold out for another hare and hound or whatever because he can't come up with enough bread to freshen it up a bit. Then to make Joe Blow feel even a more despondent, he sees the guy who won that particular Sunday go out and enter a pro race the next weekend on the same bike, placing high and happily bring home bread for his efforts, not to mention the other monetary benefits that go along with sponsorship.

If we remember correctly, sponsorship started with shop owners helping the top riders because most of the owners were ex-riders themselves. At one time a shop owner could build a business on how many of the top riders sported his colors on the track come Sundays, remember when the top names in the District in scrambles wore Norm Reeves colors? And there are a few businesses around that made it because their owners once carried that number one plate. Naturally, if you thought about starting racing you'd notice the shops who had the stars and knew their equipment must be good and you could get a sympathetic ear there to your racing woes. It wasn't long before the distributors realized this advertisement value and off we went. Now they woo the top riders with promises of wine and roses better than what he's getting from his current sponsor and you can watch

the musical chairs take place either from season to season or as a season progresses.

Still, they're all in there for that number one plate. Hope I don't sound like the President but I'd like to make this clear. I'm not against anyone taking any offer he can get. All these men who are at the top of the ladder deserve all the praise for their obvious talent, they wouldn't be getting the offers if they weren't well qualified. But, in any sport there is a difference between a professional and an amateur who pays his own bills and makes his own way. Most of them don't make enough off riding to make it their livelihood, therefore saying, "I'm not a pro, I can't support myself at it."

Baloney. If you are receiving any monetary compensation or help that money changes hands to provide, you are a professional baby! Remember Jim Thorpe? A few lousy bucks paid to a magnificent athlete just off the reservation who didn't know any better cost him his Olympic honors in future years. His country gladly took the glory he brought it but the Olympic

Committee took his trophies.

So, why not create that Master Expert class we've talked about before? What's so bad about it? Move these chaps into a separate class competing for their own number plates and let the rest of us also-rans have a fair chance. No one's denying the super-stars a chance to compete but they'll be riding with their own like or does some of the hostility for this idea come from some who are afraid they won't be such super-stars should they lose their expensive equipment? I can nastily think of a couple who manage to squeak into the super-star category by the benefit of horsepower freshly provided while there are others like J.N. who will win regardless of what they end up riding.

So, come on troops, let's have the comments. Write 'em in, phone 'em in, let your club representatives and your competition committee know what you think about it and we can make it a bit more even-Steven for all concerned. And let me know, even if you disagree. I love a good discussion that borders on an argument!

## m.o.r.e. from the capitol

By Russ Sanford

### NOISE ANNOYS

In the 25 May issue of Cycle News, we reported on 18 separate Bills aimed at reducing motorcycle noise. This number has now grown to 22 and their status can only be explained in the following manner:

### OPERATING NOISE STANDARDS

Section 23130 of the Vehicle Code prescribes the maximum acceptable noise levels for registered and licensed motorcycles operated upon streets and highways as follows:

A. Any motorcycle other than a motor driven cycle — 35 mph or less: 82 dbA. Over 35 mph: 86 dbA.

B. Any motor-driven cycle — 35 mph or less: 76 dbA. Over 35 mph: 82 dbA.

Five Bills would have revised these standards downward, but the only Bill which now appears headed toward passage is AB 1045 (Assemblyman Schabarum) which adds the following provisions to Section 23130:

—The noise limits, within a speed zones of 35 miles per hour or less on level streets, or streets with a grade not exceeding plus or minus 1 percent, for the following categories of motor vehicles, or combination of vehicles, which are subject to registration, shall be:

A. Any motorcycle, other than a motor-driven cycle.....77 dbA.

B. Any motor driven cycle.....74 dbA.

AB 1045 also adds other provisions associated with testing procedures. It also provides that no person shall have recourse upon a manufacturer unless it is proved that the manufacturer did not comply with standards of the Vehicle Code at the time of original sale.

The net result is that even though a manufacturer was legally allowed to sell a motorcycle which produces up to 92 dbA, you must operate it within the prescribed limits of 77 or 74 dbA under the conditions specified above.

### NOISE STANDARDS FOR SALES

Section 27160 of the Vehicle Code prescribes the maximum acceptable noise levels for the selling or offering for sale of new motorcycles subject to registration and licensing.

A. Any motorcycle manufactured before 1 January 1970.....92 dbA.

B. Any motorcycle, other than a motor-driven cycle manufactured after 1 January 1970, and before 1 January 1973.....88 dbA.

C. Any motorcycle, other than a motor-driven cycle, manufactured on or after 1 January 1973.....86 dbA.

D. Any motor-driven cycle manufactured after 1 January 1968, and before 1 January 1973.....86 dbA.

E. Any motor-driven cycle manufactured on or after 1 January 1973.....84 dbA.

Seven Bills would have revised these standards downward, however it now appears that these standards will not be revised as all seven Bills have been effectively blocked.

### UNUSUAL OR EXCESSIVE NOISE

There are two rather innocent appearing Sections in the Vehicle Code which read:

—"Section 27150. Every motor vehicle subject to registration shall at all times be equipped with an adequate muffler in constant operation and properly maintained to prevent any excessive or unusual noise, and no muffler or exhaust system shall be equipped with a cutout, bypass, or similar device."

COMMENT: This section makes no reference at all to a test procedure and leaves the decision of what is "unusual or excessive noise" up to the individual interpretation of any enforcement officer. Many motorcyclists have received citations under this Section which have held up in court even though their muffling system was within the limits prescribed for manufacture

and sale (Section 27160) or operation (Section 23130).

—"Section 27151: No person shall modify the exhaust system of a motor vehicle in a manner which will amplify or increase the noise emitted by the motor of such vehicle, above that emitted by the muffler originally installed on the vehicle and the original muffler shall comply with all of the requirements of this chapter."

COMMENT: This section has not caused too much problem in the past because the wording implies that a test procedure must be followed.

There have been eight Bills which would have provided a variety of changes to Sections 17250 and 27151:

—AB 1003 merely added these words to Section 27151: "No person shall operate a motor vehicle with an exhaust system so modified." This Bill was signed by the Governor on 10 August.

—AB 1046 entirely revises Section 27150 and requires that the CHP conduct tests and develop regulations setting standards for vehicular exhaust systems which shall require the lowest level of noise consistent with economic and technological feasibility. This Bill further prohibits the sale, installation, or modification of exhaust systems which do not meet the standards.

Both AB 1003 and AB 1046 apply only to registered and licensed motorcycles operated on streets and highways. However, there are six Bills which extend the provisions of Sections 27150 to off-road vehicles.

—AB 519 which was signed by the Governor on 24 August, originally applied only to snowmobiles, but through an oversight in a last-minute amendment, was expanded to include "passenger vehicles" and this encompasses motorcycles.

(Please turn to page 21)



# Tale of a National Enduro

By Ron Schneiders

Photos by Ellen Schneiders

HAWTHORNE, NEV., Oct. 10, 1971 — Once upon a time in a desolate land far away from anywhere there was a small band of stout-hearted cyclists who called themselves the Wassuk Scramblers. It was the habit of these lads to hold each year a sporting event for the local populace called the "Rawhide Enduro," which was attended by about 125 people and reputed to be a fine affair. It came to pass that one day someone suggested that rather than have just a local affair, they hold a "National Championship Contest" and invite the whole world to participate. So they wrote to the August council of greybeards in far off Worthington, O., who are called the A.M.A. and, never dreaming that their humble request would be granted, asked to have a National. And so it came to pass. (Don't ask why. This is a fairy tale.)

People came from miles around to the little town of Hawthorne which has

smiled but the smile held no warmth for Sir David for he had suffered a terrible experience at the hands of another village in the North Country.

Soon over 700 knights and jestors had entered the contest and all were camped in a big open field on the other side of the munitions dumps of the evil giant. And the 10 members of the Wassuk Scramblers were wondering if they had not made a tremendous boo-boo.

Early the following morning the contest began. As Sir David had learned, it was to be a simple contest without the paraphernalia that has been adopted for these things in the more civilized parts of the world. The contestants would ride their mounts over all manner of obstacles at a certain rate of speed which they would see written on crude cards at various spots along the course. In order that the great knights would not have too much advantage, the rates of speed were given in quaint figures like 17 mph and 19 mph. It was

followed the shore. Deep sand clutched at the mounts and dragged them down while hidden rocks and hummocks attempted to throw the riders from their machines. Those who had elected to join the contest on small ponies had much difficulty. The bearded warrior, Max of Bubek who has won many of these contests, was brought to grief as he tried to force his small oriental poney Hodaka to match the speed of the great stallion, Norton, ridden by Bud the Howesman. Hodaka expired by the side of the lake along with many, many others.

After 15 miles or so, the contestants left the lake edge and, still in deep sand, proceeded inland to the first check. From thence the trail became easier, traversing some beautiful virgin country while, unaccountably, the schedule became slower and slower as the contest moved to the midway point at 53 miles. No break was allowed at the midway point, as is customary in these contests in many parts of the world, but gas was

brought out for the thirsty mounts. Then the contestants faced the second challenge; deep blow sand such as has not been seen this side of famed El Mirage. Great hills and hummocks tossed the riders like small boats in an angry sea. So difficult was the terrain that many contestants completely forgot the schedule which was absurdly slow at point, and arrived at the next check early, a woeful situation.

Not long thereafter they arrived at the land of the great hills and again those on small ponies had great difficulties. Many were seen pushing their small mounts high up on the hills where the air was rare. It has been said the hills were over 2,500 meters in height.

After many such hills the contest was over and Wassuk Scramblers passed out great quantities of free beer in celebration and in honor of the survivors. As each rider arrived, he was given a glass of stout ale and a small elegant pin denoting his prowess in finishing the course. The contestants scored themselves, a surprisingly modern innovation that promised to have the winners determined in but a few hours. Alas it was not to be. Sir Steffan the Complainer announced to all that would hear that there was trouble on the course that had led to an unfairness. To wit, some thoughtless clod had knocked out the markers and many riders, about 50 in number, had become lost prior to the 6th check. Before long a member of the club appeared and replaced the markers so no others were lost. Sir Steffan, however, insisted that the problem had rendered the checks invalid. The greybeards of Worthington will be consulted and a verdict will, in good time, be rendered.

Meanwhile, amid much merriment and story telling it emerged that one Jack the Shook, a misnomer if there ever was on, had accumulated only nine points, making him the likely winner of the event. Gary of Satterlee could conceivably take the Amateur's silver chalice with a score of 12 points. Sir Bud the Howseman, who is vying for the National Championship with the giants of the field, had difficulty keeping spirited Norton under control and hit all the checkpoints early, losing a disastrous 32 points.

Most all the contestants agreed that the contest was a good one and a fair one, if a bit on the amateurish side. The results will be announced in about a fortnight.



After an hour and 20 minutes they keep on starting. In case they got lost 10 feet from the start, the sign post quickly gets 'em on the right track again.

its back to a large lake and is surround on three sides by the fenced enclosures of the evil giant. People call these things "munitions dumps" and it is felt that much death and destruction lurk within. One of the first knights to arrive was Sir David of Ekins who would be entering the joust on the big blue, Alpina. "Where is the Schedule?" inquired Sir David of the simple lads who were holding court in the local tavern. "There is no schedule," one of the lads answered sweetly, "You are in the North country now. You know how we do things in the North country." He

rumored that even the use of watches would be forbidden but this did not come to pass.

In the chill of the early morning the contestants left on their appointed course by sixes and the dust of their milling mounts hung heavy over the land. Some were too eager, for the departure road was a terrible thing of rocks and holes and powder dust and many contestants came to grief within sight of the starting line. After three or four miles the course left the road and went straight across the broken country to the edge of the large lake and thence



Some of the small bikes had to be pushed up the sand hills — some of the big bikes, too.



The country was rugged and often lonely looking.



# Bergquist Makes Up For Recent Drought



From under the freeway the racers passed several times.

By Alice Rhea

BELL MOUNTAIN, CAL., Oct. 10, 1971 — Larry Bergquist hasn't finished a race in about six months but he made up for it today by taking first overall on his 250 Bultaco PurSang. Bergquist, who professes to have been racing desert for the last 23 years, was all smiles when I talked to him after the race. "It was really a nice course," he said. "There was a little of everything...rocks, sand and good old open desert." Wearing a big grin, Larry admits that he always likes the course when he wins.

Second overall was Tom Clodt, who also took first Amateur, followed by David Trib and Terry Clark, in that order.

The Orange Streak, Rich Thorwaldson, was less than enthusiastic about the course. He hit a road crossing before the bomb and got off hard. When he stood up, his Suzuki lay 50 yards off in one direction and the fuel tank laid 50 yards in the other direction. By the time Rich found all the parts and got his bike back together the rest of the Experts were out of sight.

J.N. Roberts fared a little better. He led the pack around the first loop and into the pits, but seized his engine shortly after his pit stop. (Did somebody grab the wrong gas can?)

Tom Brooks (Carabela) spent the first half of the race vigorously chasing after J.N. Roberts. Across the desert, under the freeway, across more desert, back under the freeway, down a fireroad and into the pits. After Roberts seized up, Tom took over the lead and maintained it until about a mile from the finish. When Tom's throttle cable broke he started pushing and managed to finish fifth overall at that! He sure can push fast.

George Walker and Jack Knebel held a heated battle for first Open Expert right down to the finish line. They came thundering across the desert on converging courses, terminating in a collision right at the finish line, with Knebel ending up sitting on the ground. The Turtles broke the tie by giving the win to Knebel, as they figured the points would help ease the pain in his bruised, uh, ego.

Bone tired and covered with grime, Sharon Wilson still managed a big grin when she learned she was first girl.

I understand the reason the Novice start was delayed for 30 minutes was that several of the Am/Ex. riders mixed it up out toward the bomb resulting in a couple of broken legs.

At the end of the first loop they flagged the trail Novices off and first in was Kevin Hamblin, followed by Ray Morrow. First female trail Novice was Lori Struble and the youngest finisher was 11-year-old Charles Freeman.

First prize for sheer guts goes to R.L. Willeford, who finished on a bare rim. Did you have a tire at the start of the

race, R.L.?

Back with the Novices, A.C. Bakken was first Open Novice, followed by lightweight Jim Freeman.

Riders were still dragging in to the finish line when I called it quits around 3:00...It really takes guts not to just give up and cut across the course when you know you are that far behind.

All in all, everybody seemed to have a good time. The course was said to have been a lot of fun and the weather was as close to perfect as you can get, aside

## Bogner Blossoms Into Stardom

By Alice Rhea

From last place at Los Coyotes' Hare Scrambles, June 27, 1971, to first overall at Cactus Cats' Hare Scrambles September 19, 1971, Big Bill Bogner really looks like a man to reckon with.

Shortly before leaving to participate in the ISDT, J.N. Roberts said, "Bogner is really coming on strong. He is starting to look like real competition."

To those who have recently been seeing Bill Bogner finish in first, second or third place it may seem that he and his CZ just materialized from behind a Yucca tree and started winning, but Bill has been racing the desert since 1964. "I had a friend who talked me into coming out and I just jumped in and started racing," Bill recalls. Bill continued to race off-and-on until last season when he dropped out of desert racing to study. "This is my best season so far and it is getting better and better," he said grinning.

The Cactus Cats' Hare Scrambles was Bill's first overall win, although he has been getting a lot of second and third place rides lately, and we asked him how he did it.

"About half the secret to finishing a race is your mechanical ability," Bill explained. "The bike has to be Primo. You have to get it in perfect condition and keep it there. It doesn't matter how fast you are; if your bike won't stay together, you can't win. Second, you have to be in good physical condition."

Bill is a strong believer in natural foods. "I'm not a complete health food nut," Bill told me, "But I do eat a lot of wheat germ and fresh fruits and nuts and I try to stay away from 'junk food'."

Like several other desert racers, Bill is a surfer. "Surfing, water-skiing and desert racing are parallel sports," explained Bill. "To do well at any of them you have to be healthy and alert. You learn to read a wave the same way you read the terrain during a desert race, and you know what to expect from it. I go surfing every chance I get," Bill continued, "It gives me such a complete sense of freedom and at the same time helps me keep in shape and

from the usual dust. The Turtles really were cooperative...and generous. Thanks for the beer, George.

By the way, the Checkers would like

to know where the Turtles got all those nice rocks. They want to borrow some for Check Chase.

(Results on page 28)



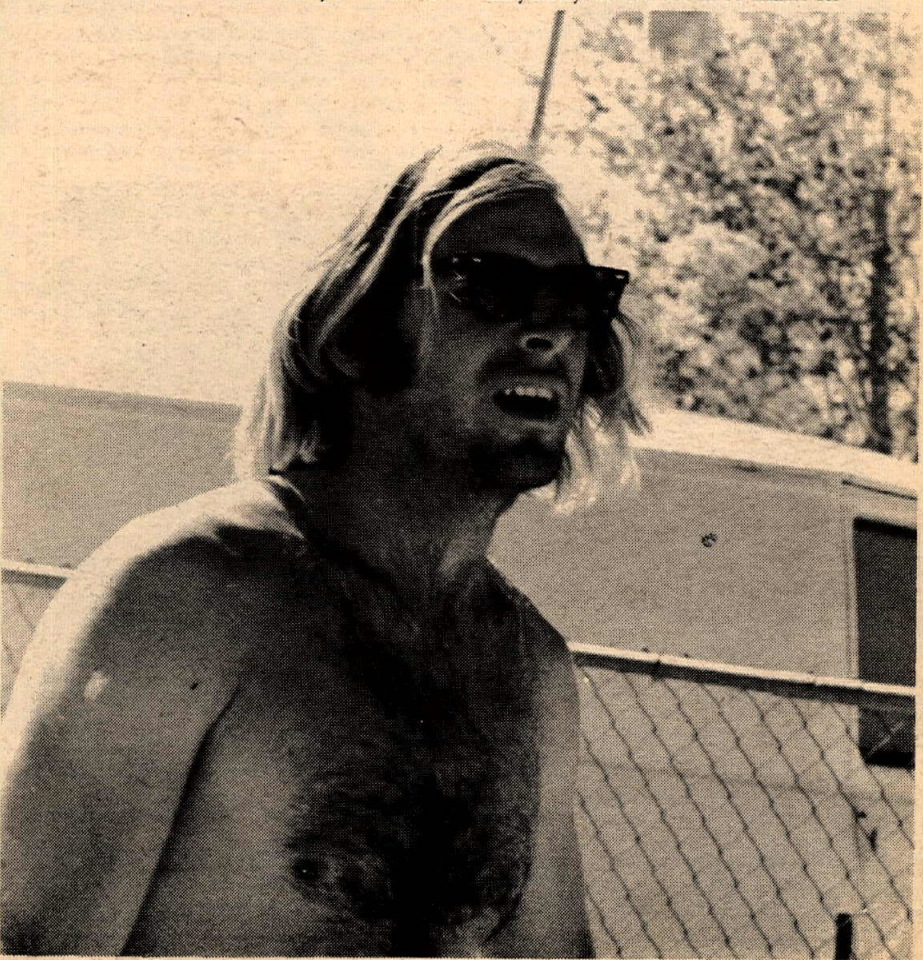
Win or lose, it is still fun to blast across the desert.

sharpens my coordination."

An iron worker by trade, Bogner does keep in shape. You can make a lot of mistakes racing desert and a lot more mistakes surfing or water-skiing and all that happens most of the time is you get bruised or wet and you don't win. But working on the iron skeleton of a 700 foot building you can't afford any mistakes — it is too far down.

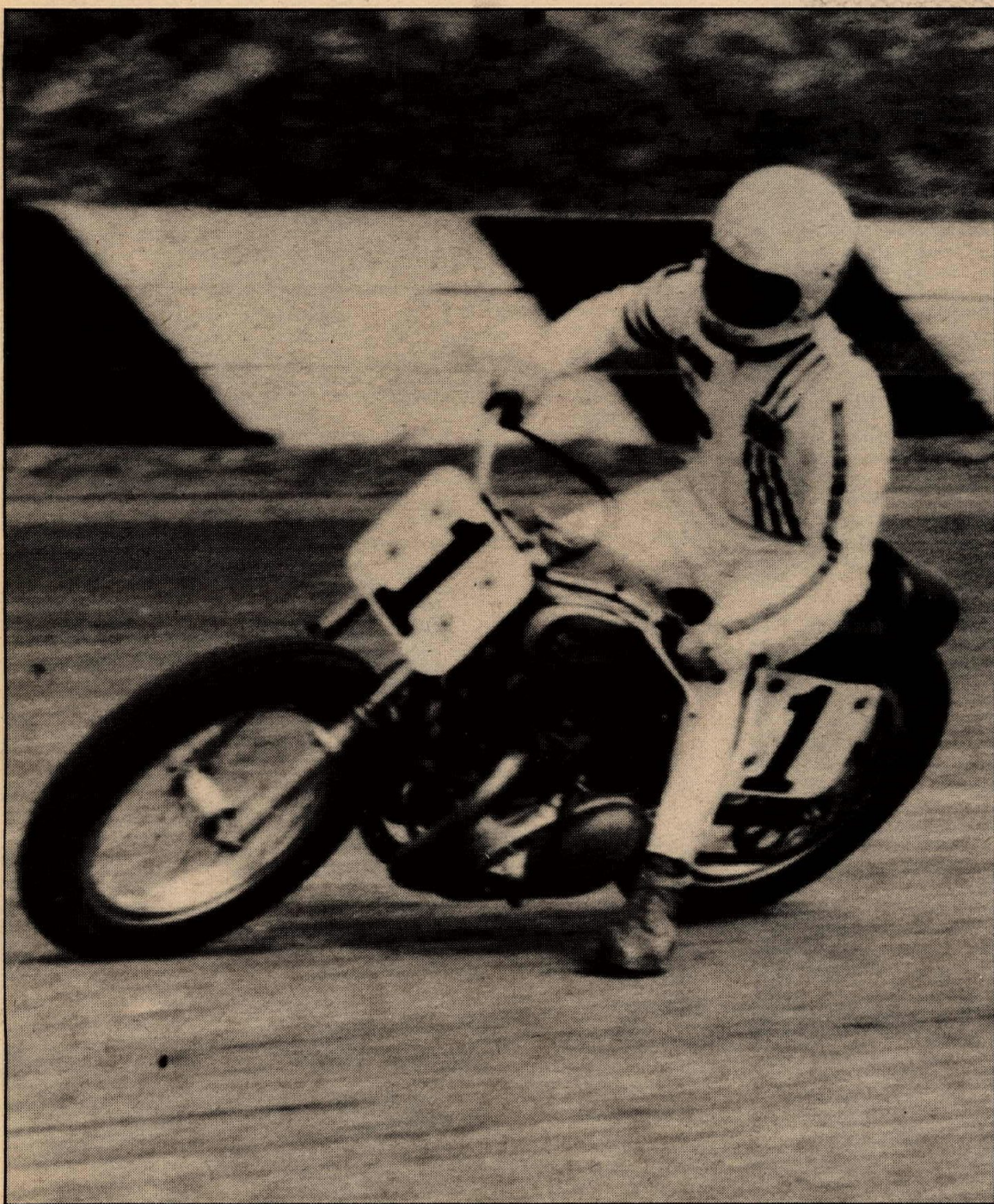
Currently carrying heavyweight Expert plate No. 886, Big Bill Bogner thinks he has a good chance of getting a much smaller number for his CZ; maybe even Number One someday. "But I

don't have a race strain," Bogner was quick to add. "There is no sense getting moody if the bike breaks or you get off. There is so much more to it than just the racing. Winning is the main reason for all this, of course, but it is the fun and companionship, too; the Saturday night gathering around the campfire, catching up on what everybody has been doing all week, the fresh air and sunshine and the trail riding with friends. I guess what I'm trying to say is that I would like to be Number One someday, but I'm not going to kick anybody in the teeth to make it."





# THE BIG ONE TAKES NUMBER 1 AT OKLAHOMA



Gene Romero, current AMA Grand National Champion, added more points to his national standing on October 3 by winning the Oklahoma City National Half-Mile. With five laps to go, Gene pulled up and took over the lead. The checkered finally flew and Romero picked up his second National Championship of the year.

Triumph can sure take you places. Ask Gene Romero.

The Big One  
**TRIUMPH**



# The Trials And Tribulations Of Trials Riding

PART FOUR

The Nori Fellow is the pen name of a motorcycle equipment dealer in Birmingham, England. The author has participated extensively in trials events, both as a rider and an official. This is the fourth in a series of articles covering the rules and techniques of trials riding.

By The Nori Fellow

Having ensured that everything possible in machine preparation has been done we now examine the question of tools and spare to be carried. This will depend on the length of the event and if any garages lie en route. Toolboxes are not usually found on trials irons and if they come fitted are soon discarded in favor of the capacious pockets of the trials suit. So



Rider on a 125cc Sprite compensates for lack of low-end power by staying on the throttle.

into these pockets go a spark plug wrench, two spare plugs (your club mate will soon be borrowing one) wrench for wheel nuts — but with a workshop operation these can be resized so that the spark plug wrench will do double duty, a few of the smaller wrenches and one adjustable, a spare chain connecting link or the small 3"x1½" chain spare kit tin and one of the small compact chain breakers, a length of copper wire (it is surprising the number of "bits" which can be "glued" together with such, a screwdriver and or socket set, and the usual assortment of nuts and bolts.

The question of carrying spare cables is a matter of opinion — I usually make do with a spare throttle cable only. One can struggle with broken clutch and front brake cables albeit with some caution and regard to other highway users. If spare cables are carried fit the spare to the bike in pre-trial preparation and carry the originals — thus knowing that your spares will fit without alteration or filing at the moment of actual need. Some riders chose to carry their cables taped alongside those in use but they are at the mercy of the elements and the ends have to be sealed. Tire levers and repair kits add to bulk and weight and a good plot is for fellow club riders to share the carrying of these not-so-essential items between them in the fond hope that they will be around when required. One other item I usually carry is a 12-foot length of nylon cord. In the event of an engine failure to tow or be towed back to civilization.

One remarkable note is that if you do carry such things as cord, chain breaker and links, tire repair kits one never seems to need them. But leave them at home and their need will soon arrive.

Another luxury article of luggage is a length of nylon or plastic half-inch tubing, employed in syphoning fuel into or from your gas tank if the tank has run dry. Its length is that of the hollow handlebar as that is where to carry it; insert and remove from the throttle end.

Clothing and gear: The two piece Barbour suit is without equal and may be had in either heavy or lightweight

material which is truly stormproof/windproof/thornproof and lined for warmth. It has four large pockets and the neck and sleeve openings have adjustable buckles and straps. After a sticky or muddy event it can be pressure hosed clean and hung to dry. Very similar suits are made by Belstaff and T.T. Leathers. The material is a very tough Egyptian cotton. The suit is reinforced double thickness at seat, knees, and ankles.

Boots: A stout pair of boots are a must to give foot and shin protection. Fifteen, sixteen inch height is desirable with the Barbour suit legs fastening over the boots at ankle level so that no water can get to the feet. There are two kinds which are popular: The slip on leather Ashman with no lacing or straps and the sturdy rubber with industrial type toe and instep re-inforcements.

Headgear: As no speed is involved in trials a soft cap is common usage with some riders favoring the wool knitted multi colored dome piece invariably with top tassel. My own preference has been the peaked cap which in time gets fairly waterproof with hair oil or machine oil and has the advantage when climbing a steep hill into the sun of acting as a shield from sun glare. And for those who wear glasses the peak keeps the heavy rain "acquire" one of the family towels and this split length ways make a good neckpiece as the material is very absorbent.

Gloves: For delicate "feel" to the controls in sections, wear the thinnest obtainable; the cheap cotton ones are ideal, being easily washed out after a dirty trial. For added warmth between sections a pair of Barbour overmitts are the answer, worn over the cotton ones and slipped inside a pocket before entering the sections. Goggles are a matter of choice and not of course worn in the sections.

Having studied trials machinery and the preparation of same for the event and riding gear, tools and spares, we can briefly study the type of hazards or sections which are likely to be encountered in a trial or a season's event

as few organizers are fortunate enough to find a circuit including every type of going.

With few exceptions the aim is to keep the machine as near upright as possible so that steering and quick change of direction can be accomplished quickly — also better traction and tire grip follows. Standing on the footpegs allows body lean to negotiate tight turns and enable corrective measures to be quickly taken should a hidden ground obstacle be hit. Also the standing position allows the rider, by straightening his arms, to transfer his weight more on to the rear wheel in greasy going when more grip is essential, and conversely, bending his arms brings his weight more over the front wheel if the steepness of a hill is likely to bring the front wheel airborne, in which position all steering is lost. Again this shifting of weight to the rear wheel by body action is a must in riding up a rock step and with practice and confidence a two-foot high rock step can be "cleaned."



English body english. Novice rider leans to bring bike inside section marker.

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## baja wins again!



Hare & Hound  
Desert Turtles M.C.  
Bell Mountain, Calif.  
Oct. 10, 1971  
Trail Expert  
1st — Terry Clark — BAJA 100  
(4th Overall)  
Trail Novice  
1st — Kevin Hamblin — BAJA 100



**the Harley-  
Davidson  
outperformers**



# NUTTER SHOWS TROOPS WAY AROUND



Sammy Tanner and Sonny Nutter are totally unaware of what is about to come--THE kiss.

## SPEEDWAY PHOTOS BY:

--Buzz Baty (pages 10-11)

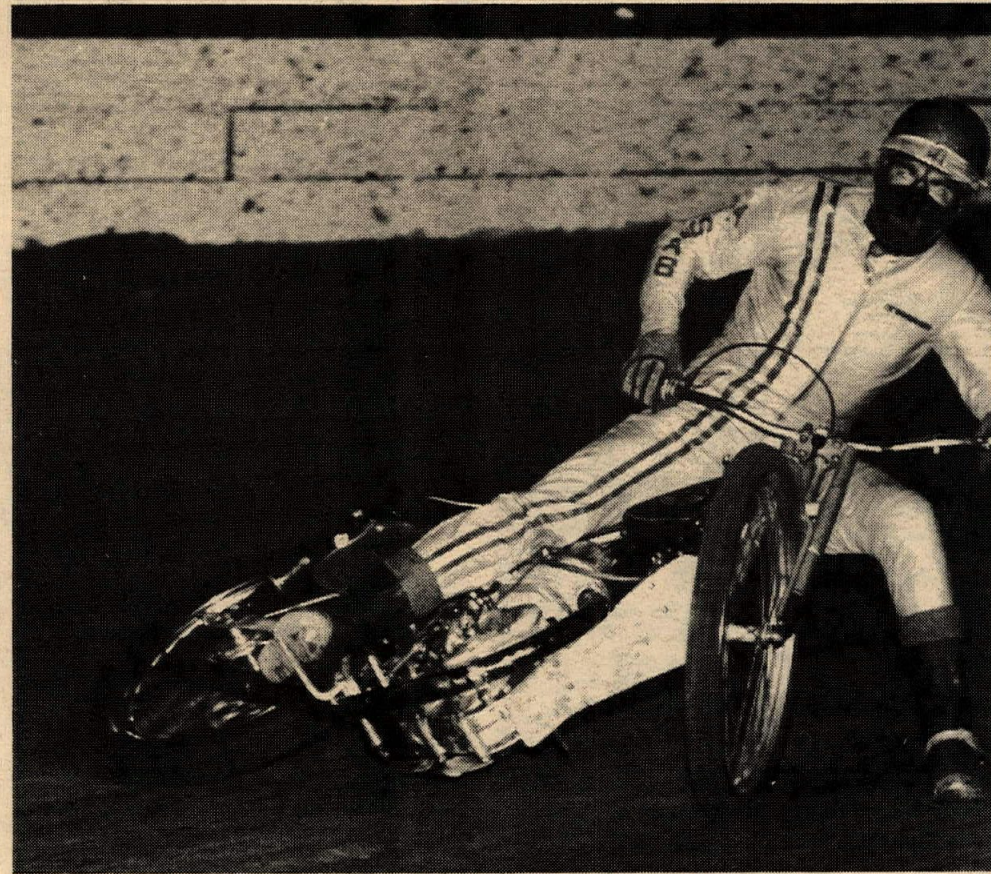
--Dennis Greene (page 12)

By David Swift  
GARDENA, CAL., Oct. 9, 1971 — Sonny Nutter must have more loyal female fans than any other speedway rider. Even the concessions featured a T-shirt with a high-contrast photo and autograph of the 24-year-old racer. Tonight, at Sammy Tanner's Third Annual Long Track Speedway on the famous Ascot oval, Nutter didn't let a single fan down.

Consider the Trophy Dash. Nutter had a perfect score thus far and proceeded to take yet another win. As the buxom trophy girl gave him his just

reward, Sonny rewarded the stadium with a buss that lasted somewhat longer than the race. Mothers covered Junior's eyes. Carol, the kisser, requested a cease-and-desist by pounding on him. When later asked if she enjoyed it, she enthusiastically replied, "Sure!" Eat your hearts out, girls. When Sonny was asked the same thing, he exclaimed "She bit my tongue!"

Nutter won six of his seven races, losing one Handicap semi to Scott Autrey. AMA professional Dewayne Keeter was the hot competition, however, coming in second several times behind Nutter. In the Scratch Main,



Antonin Svab really got it out on this turn—he did not make it through, however.

## WIN

WIN A YAMAHA MINI ENDURO plus additional prizes!

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Hi-Impact Front Fender, Black.  
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**4" MX FRONT FENDER**  
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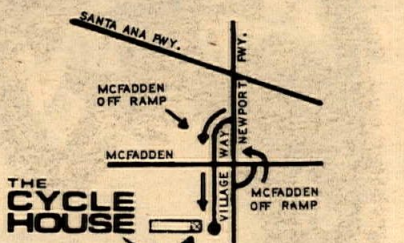
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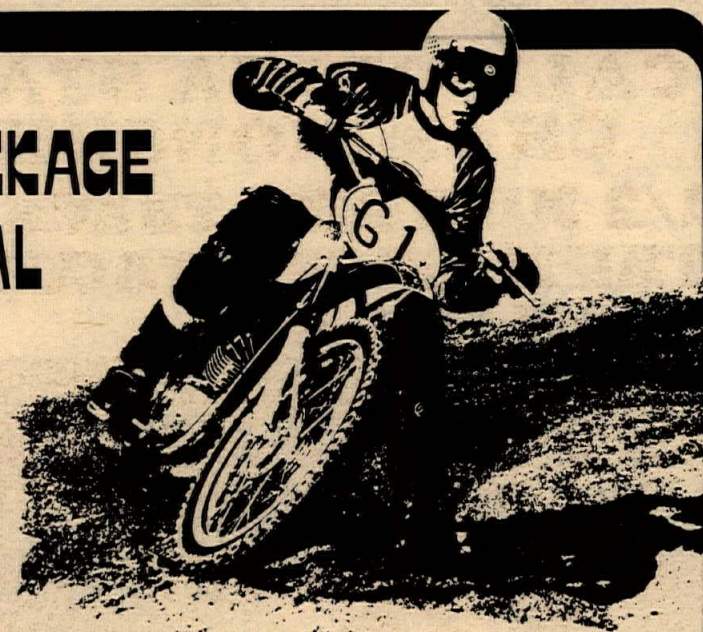
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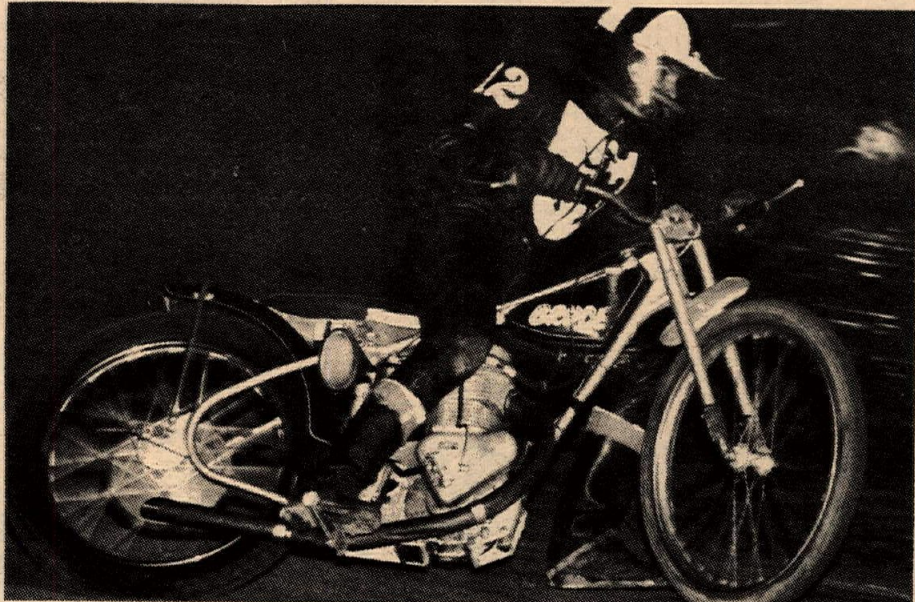
# ASCOT SPEEDWAY OVAL

Keeter was one of the last into the corner, half a lap later he was running second, passing five riders in that many seconds to get there.

Perhaps some disappointments were for the Brothers Bast. Steve is California State Champion and Mike had just clinched the United States Championship last night in Costa Mesa. "We just brought out a couple junkers," explained Harlan. They are due for a rest, anyway.

picked them both off to take a commanding lead. Benites and Haserot continued the scuffle all the way into the last turn. Reuben lost his balance but gained the Hard Luck trophy for his fine effort.

Speedway is a sure crowd-pleaser and, following Tanner's rousing success, Gavin Trippe and his friends will bring Ivan Mauger, Barry Briggs, and other European stars to Ascot October 22 on the quarter-mile.



Bruce Haserot.

Division II speedster Fred Ortez turned out a pleasantly surprising performance. Ortez won two heats in a row to transfer to the Handicap Semi and aced Ed Williams to get into the Main, where he finished seventh.

Likewise, Reuben Benites came out of the ranks to pose a serious threat to the more experienced riders. Benites, Keeter, and Black Knight Bruce Haserot put on the best race of the program with a deadlock in a Handicap Semi. Haserot went high, low, and everywhere else before he got around Keeter and leader Benites was next on his list. Before he could make his move Keeter

## El Toro MXers do a bunch of sludding

By Buzz Baty

EL TORO, CAL., Oct. 1, 1971 — As old Dizzy Dean use to say, "He slud into second base".

Well, there was a whole bunch of MX riders doing a whole bunch of sludding tonight at El Toro Speedway's MX event. The track was set and as slippery as that well known greased pig. It looked like a bunch of ducks with feet extended trying to land on a frozen pond.



Here's mud in your eye...

As one rider goes down he slides into the pack, and zingo a strike!

Morris Malone, 250 AJS, held everything together to win the 250 class for Experts, but he rode the 500 class as well and when the pack hit the 180 degree turn off of the short track's second corner, four riders went down, among them Greg Smith on his Maico.

Malone was coming up fast, and with the track as slippery as it was, Morris

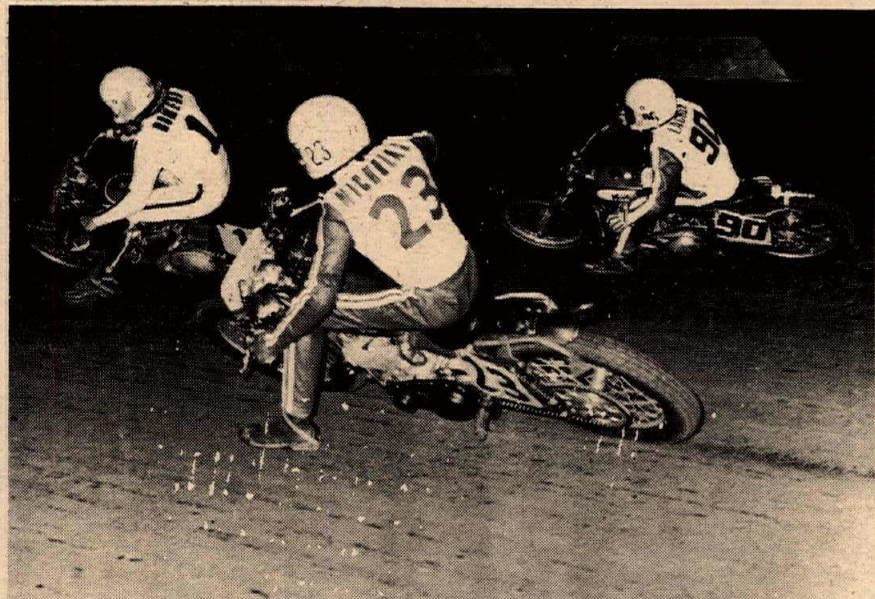
couldn't maneuver and he hit Smith dead in the middle of the back. Greg rode the rest of the night but his heart just wasn't in it.

Bill Payne was the overall winner with a 1-2-3 parlay on his 400 Maico.

We have had a girl type rider making her presence felt Friday nights. She is Johanna Stenerson, No. 839, riding a 100cc Hodaka, and she looks pretty good — both ways.

## CALIFORNIA STATE CHAMPIONSHIP

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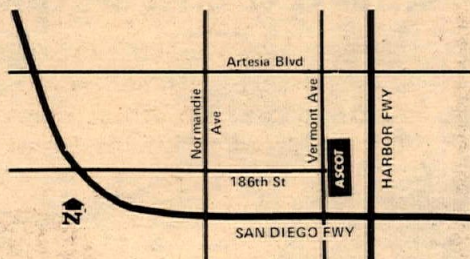


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# baja wins again!



Four Aces Grand Prix  
Willow Springs, Calif.  
Oct. 3, 1971

100 Expert

1st — Terry Clark — BAJA 100

2nd — Mitch Mayes — BAJA 100

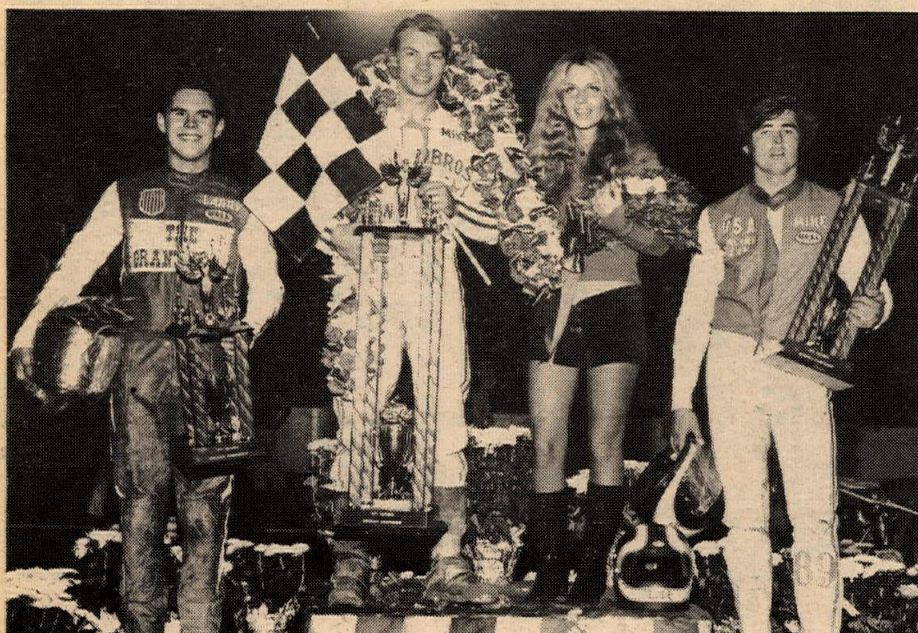
3rd — Wayne Cooke — BAJA 100



**the Harley-Davidson  
outperformers**



# National Speedway Title to Mike Bast



By Mike Capalite  
COSTA MESA, CAL., Oct. 8, 1971 — By changing the method of obtaining positions in the championship to a ballot system instead of the usual method of just putting the top four men in the last race, the races tonight at the Orange County Fairgrounds provided maximum excitement and suspense as the United States Championship went down to a special run-off between Mike Bast and Mike Konle.

The crowd was about evenly distributed between Bast, who has always looked good this year, and Konle who has just been getting it together in the last few weeks.

Crowd favorite Rick Woods, who was favored to retain his title for another year, took a bad spill in the third race and had to go to the hospital.

With a scoring system of 3-2-1-0, the lead in points changed back and forth throughout the evening.

Scott Autrey looked good in Event 2 as he took the lead with Mike Konle pressing him.

Next race, Mike Bast could be seen as a threat for the Championship as he took an easy win over Bruce Haserot, Mike Clancey, and Joe Fitzpatrick.

State Champ Steve Bast lost valuable points in Event 5 as he finished third behind Dave Gifford, who took the lead at the start but lost it to Sonny Nutter.

Event 6 pitted brothers Steve and Mike Bast along with Les Chankey and

Larry Shaw, Mike Bast and Mike Konle happily show off their top brass (above) while moments earlier overall winner Mike Bast was met by the Bast clan after his run-off win (below).



Event 15 was the deciding race for both Mike Bast and Larry Shaw as they were pitted against Sonny Nutter and Scott Autrey. Nutter and Bast came out of the first corner side by side and pulled down the back straight even, but into the next corner, Mike gave it his all on the outside and took the lead. Sonny tried his best to get it back, but Mike could see victory staring him in the face because Shaw was in third which meant he would only get one point dropping him back to nine while the win for Bast meant a tie with Konle for the lead with ten points.

Mike Bast hard-charged around Cody in his last ride, Event 17, to take the lead with 13 points.

Much hinged on Mike Konle's last race since he was the only rider who could tie Bast for the lead, but he would have to win this one to do it. Konle went into the lead off the line, but Sonny Nutter was making this his best ride of the evening as he pushed Konle for the full four laps and as they came down the track for the checkered flag, they were side-by-side. Every fan was on his feet and screamed at the top of his lungs as Konle took the win by about



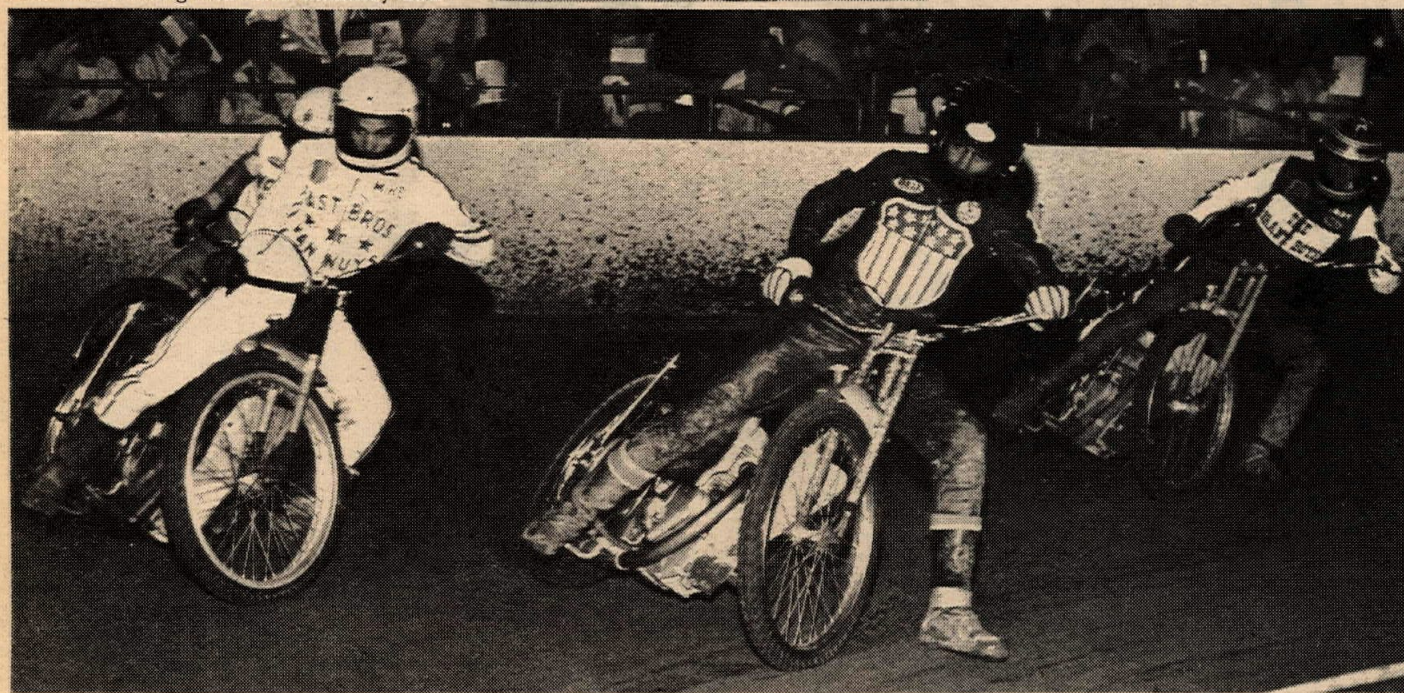
Check out the winner's form.

six inches over Nutter, making it a tie between Mike Konle and Mike Bast, which meant the run-off.

With every fan glued to his seat, the run-off between Mike Bast and Mike Konle pulled to the line. Off the line and into the corner, it was Bast on the inside and Konle on the outside. Konle was giving it his all. Each corner, Mike Bast would gain a little, getting a little more wheel to the ground. As they came across for the checkered flag it was Bast ahead by a couple bike lengths to take the win. Mike Bast will now carry the coveted "1" on his back for the 1972 season as the new United States Champion.

**RESULTS**

|                      |    |
|----------------------|----|
| Mike Bast            | 16 |
| 2. Mike Konle        | 15 |
| 3. Larry Shaw        | 12 |
| 4. Dave Gifford      | 11 |
| 5. Scott Autrey      | 10 |
| 6. Sonny Nutter      | 9  |
| 7. Steve Bast        | 8  |
| 8. Bill Cody         | 8  |
| 9. Les Chankey       | 6  |
| 10. Ed Williams      | 6  |
| 11. Rick Woods       | 5  |
| 12. John Fishburn    | 5  |
| 13. Dennis Gildehaus | 4  |
| 14. Mike Clancey     | 4  |
| 15. Bruce Haserot    | 2  |
| 16. Joe Fitzpatrick  | 2  |
| 17. Don Cullum (R)   | 0  |
| 18. Greg Haserot (R) | 0  |



Mike Bast is aware of Sonny Nutter's attempt to move in on the inside. Larry Shaw follows the Event 15 action.

Dennis Gildehaus. Off the line, Steve took the lead with Mike on his rear wheel with both of them riding as hard as they could. Mike wanted this win but had to settle for a second to tie with Autrey for the lead with five points.

Mike Konle started to get it on in Event 7. He stuffed a wheel under Haserot to take the lead. Haserot went down, putting Larry in second, but he was unable to catch Mike. Konle and Shaw now had a total of five points.

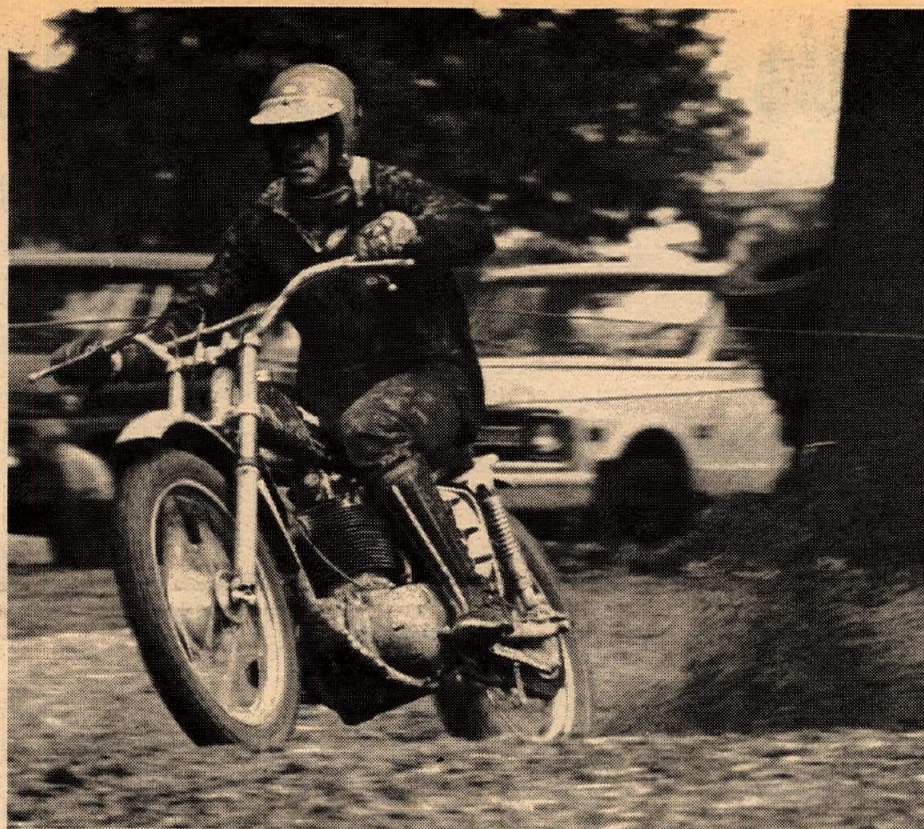
Sonny Nutter fans were disappointed as he fell in Event 8, ruining his chances to take the overall lead. Woods moved into contention as again it was anybody's championship as it was impossible for any one man to have a perfect score of 15.

Beyond a doubt the most important race of the evening was Event 12. It pitted Woods, Mike Bast and Konle in a do-or-die role as all three of them had a chance to tie Larry Shaw for the lead as each went in with five points. Into the first corner, John Fishburn crossed up and was hit by Woods, spilling both of them causing a restart. In the restart, going into the second corner, Woods tried to squeeze between Bast and Konle and collided, going over the high side and splitting open his knee-cap. When the race was finally started, Konle charged on the outside to take the lead and the win but Mike Bast stayed in contention with a last lap drive to move into second spot. This tied Konle and Shaw with eight points.

## NATIONAL CLASS A SPEEDWAY CHAMPIONSHIP PROGRAM

| Event No. 1                                                                                                                                                                                                                                     | Event No. 2  | Event No. 3  | Event No. 4        | Event No. 5  |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------------|--------------------|--------------|-----------------------|---|------------------|---|-----------------------|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-------|--------------------|---|-------------------|---|-----------------------|---|------------------|---|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-------|--------------------|---|----------------------|---|----------------------|---|----------------------|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-------|-----------------------|---|----------------------|---|--------------------|---|-----------------------|---|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-------|----------------------|---|------------------|---|--------------------|---|--------------------|---|-------------------|---|
| <table><tr><th>No. Rider</th><th>Score</th></tr><tr><td>41 - BILL CODY</td><td>1</td></tr><tr><td>20 - LES CHANKEY</td><td>0</td></tr><tr><td>5 - LARRY SHAW</td><td>3</td></tr><tr><td>1 - RICK WOODS</td><td>2</td></tr></table>              | No. Rider    | Score        | 41 - BILL CODY     | 1            | 20 - LES CHANKEY      | 0 | 5 - LARRY SHAW   | 3 | 1 - RICK WOODS        | 2 | <table><tr><th>No. Rider</th><th>Score</th></tr><tr><td>47 - SCOTT AUTREY</td><td>3</td></tr><tr><td>88 - MIKE KONLE</td><td>2</td></tr><tr><td>35 - DENNIS GILDEHAUS</td><td>1</td></tr><tr><td>98 - ED WILLIAMS</td><td>0</td></tr></table> | No. Rider | Score | 47 - SCOTT AUTREY  | 3 | 88 - MIKE KONLE   | 2 | 35 - DENNIS GILDEHAUS | 1 | 98 - ED WILLIAMS | 0 | <table><tr><th>No. Rider</th><th>Score</th></tr><tr><td>11 - MIKE BAST</td><td>3</td></tr><tr><td>12 - BRUCE HASEROT</td><td>2</td></tr><tr><td>145 - MIKE CLANCEY</td><td>1</td></tr><tr><td>91 - JOE FITZPATRICK</td><td>0</td></tr></table> | No. Rider | Score | 11 - MIKE BAST     | 3 | 12 - BRUCE HASEROT   | 2 | 145 - MIKE CLANCEY   | 1 | 91 - JOE FITZPATRICK | 0 | <table><tr><th>No. Rider</th><th>Score</th></tr><tr><td>62 - DAVE GIFFORD</td><td>2</td></tr><tr><td>71 - STEVE BAST</td><td>1</td></tr><tr><td>19 - SONNY NUTTER</td><td>3</td></tr><tr><td>79 - JOHN FISHBURN</td><td>0</td></tr></table>       | No. Rider | Score | 62 - DAVE GIFFORD     | 2 | 71 - STEVE BAST      | 1 | 19 - SONNY NUTTER  | 3 | 79 - JOHN FISHBURN    | 0 | <table><tr><th>No. Rider</th><th>Score</th></tr><tr><td>79 - JOHN FISHBURN</td><td>1</td></tr><tr><td>41 - BILL CODY</td><td>1</td></tr><tr><td>47 - SCOTT AUTREY</td><td>1</td></tr><tr><td>145 - MIKE CLANCEY</td><td>0</td></tr></table>                                               | No. Rider | Score | 79 - JOHN FISHBURN   | 1 | 41 - BILL CODY   | 1 | 47 - SCOTT AUTREY  | 1 | 145 - MIKE CLANCEY | 0 |                   |   |
| No. Rider                                                                                                                                                                                                                                       | Score        |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 41 - BILL CODY                                                                                                                                                                                                                                  | 1            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 20 - LES CHANKEY                                                                                                                                                                                                                                | 0            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 5 - LARRY SHAW                                                                                                                                                                                                                                  | 3            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 1 - RICK WOODS                                                                                                                                                                                                                                  | 2            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| No. Rider                                                                                                                                                                                                                                       | Score        |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 47 - SCOTT AUTREY                                                                                                                                                                                                                               | 3            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 88 - MIKE KONLE                                                                                                                                                                                                                                 | 2            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 35 - DENNIS GILDEHAUS                                                                                                                                                                                                                           | 1            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 98 - ED WILLIAMS                                                                                                                                                                                                                                | 0            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| No. Rider                                                                                                                                                                                                                                       | Score        |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 11 - MIKE BAST                                                                                                                                                                                                                                  | 3            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 12 - BRUCE HASEROT                                                                                                                                                                                                                              | 2            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 145 - MIKE CLANCEY                                                                                                                                                                                                                              | 1            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 91 - JOE FITZPATRICK                                                                                                                                                                                                                            | 0            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| No. Rider                                                                                                                                                                                                                                       | Score        |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 62 - DAVE GIFFORD                                                                                                                                                                                                                               | 2            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 71 - STEVE BAST                                                                                                                                                                                                                                 | 1            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 19 - SONNY NUTTER                                                                                                                                                                                                                               | 3            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 79 - JOHN FISHBURN                                                                                                                                                                                                                              | 0            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| No. Rider                                                                                                                                                                                                                                       | Score        |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 79 - JOHN FISHBURN                                                                                                                                                                                                                              | 1            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 41 - BILL CODY                                                                                                                                                                                                                                  | 1            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 47 - SCOTT AUTREY                                                                                                                                                                                                                               | 1            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 145 - MIKE CLANCEY                                                                                                                                                                                                                              | 0            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| Event No. 6                                                                                                                                                                                                                                     | Event No. 7  | Event No. 8  | Event No. 9        | Event No. 10 |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| <table><tr><th>No. Rider</th><th>Score</th></tr><tr><td>71 - STEVE BAST</td><td>3</td></tr><tr><td>11 - MIKE BAST</td><td>2</td></tr><tr><td>20 - LES CHANKEY</td><td>1</td></tr><tr><td>35 - DENNIS GILDEHAUS</td><td>0</td></tr></table>      | No. Rider    | Score        | 71 - STEVE BAST    | 3            | 11 - MIKE BAST        | 2 | 20 - LES CHANKEY | 1 | 35 - DENNIS GILDEHAUS | 0 | <table><tr><th>No. Rider</th><th>Score</th></tr><tr><td>12 - BRUCE HASEROT</td><td>0</td></tr><tr><td>62 - DAVE GIFFORD</td><td>1</td></tr><tr><td>88 - MIKE KONLE</td><td>3</td></tr><tr><td>5 - LARRY SHAW</td><td>2</td></tr></table>      | No. Rider | Score | 12 - BRUCE HASEROT | 0 | 62 - DAVE GIFFORD | 1 | 88 - MIKE KONLE       | 3 | 5 - LARRY SHAW   | 2 | <table><tr><th>No. Rider</th><th>Score</th></tr><tr><td>1 - RICK WOODS</td><td>3</td></tr><tr><td>98 - ED WILLIAMS</td><td>2</td></tr><tr><td>91 - JOE FITZPATRICK</td><td>1</td></tr><tr><td>19 - SONNY NUTTER</td><td>0</td></tr></table>    | No. Rider | Score | 1 - RICK WOODS     | 3 | 98 - ED WILLIAMS     | 2 | 91 - JOE FITZPATRICK | 1 | 19 - SONNY NUTTER    | 0 | <table><tr><th>No. Rider</th><th>Score</th></tr><tr><td>35 - DENNIS GILDEHAUS</td><td>1</td></tr><tr><td>19 - SONNY NUTTER</td><td>2</td></tr><tr><td>41 - BILL CODY</td><td>3</td></tr><tr><td>12 - BRUCE HASEROT</td><td>0</td></tr></table>    | No. Rider | Score | 35 - DENNIS GILDEHAUS | 1 | 19 - SONNY NUTTER    | 2 | 41 - BILL CODY     | 3 | 12 - BRUCE HASEROT    | 0 | <table><tr><th>No. Rider</th><th>Score</th></tr><tr><td>91 - JOE FITZPATRICK</td><td>1</td></tr><tr><td>20 - LES CHANKEY</td><td>3</td></tr><tr><td>79 - JOHN FISHBURN</td><td>1</td></tr><tr><td>11 - MIKE BAST</td><td>2</td></tr><tr><td>47 - SCOTT AUTREY</td><td>0</td></tr></table> | No. Rider | Score | 91 - JOE FITZPATRICK | 1 | 20 - LES CHANKEY | 3 | 79 - JOHN FISHBURN | 1 | 11 - MIKE BAST     | 2 | 47 - SCOTT AUTREY | 0 |
| No. Rider                                                                                                                                                                                                                                       | Score        |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 71 - STEVE BAST                                                                                                                                                                                                                                 | 3            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 11 - MIKE BAST                                                                                                                                                                                                                                  | 2            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 20 - LES CHANKEY                                                                                                                                                                                                                                | 1            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 35 - DENNIS GILDEHAUS                                                                                                                                                                                                                           | 0            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| No. Rider                                                                                                                                                                                                                                       | Score        |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 12 - BRUCE HASEROT                                                                                                                                                                                                                              | 0            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 62 - DAVE GIFFORD                                                                                                                                                                                                                               | 1            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 88 - MIKE KONLE                                                                                                                                                                                                                                 | 3            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 5 - LARRY SHAW                                                                                                                                                                                                                                  | 2            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| No. Rider                                                                                                                                                                                                                                       | Score        |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 1 - RICK WOODS                                                                                                                                                                                                                                  | 3            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 98 - ED WILLIAMS                                                                                                                                                                                                                                | 2            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 91 - JOE FITZPATRICK                                                                                                                                                                                                                            | 1            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 19 - SONNY NUTTER                                                                                                                                                                                                                               | 0            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| No. Rider                                                                                                                                                                                                                                       | Score        |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 35 - DENNIS GILDEHAUS                                                                                                                                                                                                                           | 1            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 19 - SONNY NUTTER                                                                                                                                                                                                                               | 2            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 41 - BILL CODY                                                                                                                                                                                                                                  | 3            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 12 - BRUCE HASEROT                                                                                                                                                                                                                              | 0            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| No. Rider                                                                                                                                                                                                                                       | Score        |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 91 - JOE FITZPATRICK                                                                                                                                                                                                                            | 1            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 20 - LES CHANKEY                                                                                                                                                                                                                                | 3            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 79 - JOHN FISHBURN                                                                                                                                                                                                                              | 1            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 11 - MIKE BAST                                                                                                                                                                                                                                  | 2            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 47 - SCOTT AUTREY                                                                                                                                                                                                                               | 0            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| Event No. 11                                                                                                                                                                                                                                    | Event No. 12 | Event No. 13 | Event No. 14       | Event No. 15 |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| <table><tr><th>No. Rider</th><th>Score</th></tr><tr><td>98 - ED WILLIAMS</td><td>2</td></tr><tr><td>145 - MIKE CLANCEY</td><td>3</td></tr><tr><td>5 - LARRY SHAW</td><td>3</td></tr><tr><td>71 - STEVE BAST</td><td>0</td></tr></table>         | No. Rider    | Score        | 98 - ED WILLIAMS   | 2            | 145 - MIKE CLANCEY    | 3 | 5 - LARRY SHAW   | 3 | 71 - STEVE BAST       | 0 | <table><tr><th>No. Rider</th><th>Score</th></tr><tr><td>79 - JOHN FISHBURN</td><td>1</td></tr><tr><td>24 - DON CULLUM</td><td>0</td></tr><tr><td>11 - MIKE BAST</td><td>2</td></tr><tr><td>88 - MIKE KONLE</td><td>3</td></tr></table>        | No. Rider | Score | 79 - JOHN FISHBURN | 1 | 24 - DON CULLUM   | 0 | 11 - MIKE BAST        | 2 | 88 - MIKE KONLE  | 3 | <table><tr><th>No. Rider</th><th>Score</th></tr><tr><td>88 - MIKE KONLE</td><td>2</td></tr><tr><td>91 - JOE FITZPATRICK</td><td>1</td></tr><tr><td>71 - STEVE BAST</td><td>3</td></tr><tr><td>41 - BILL CODY</td><td>0</td></tr></table>       | No. Rider | Score | 88 - MIKE KONLE    | 2 | 91 - JOE FITZPATRICK | 1 | 71 - STEVE BAST      | 3 | 41 - BILL CODY       | 0 | <table><tr><th>No. Rider</th><th>Score</th></tr><tr><td>20 - LES CHANKEY</td><td>3</td></tr><tr><td>79 - JOHN FISHBURN</td><td>1</td></tr><tr><td>98 - ED WILLIAMS</td><td>2</td></tr><tr><td>12 - BRUCE HASEROT</td><td>0</td></tr></table>      | No. Rider | Score | 20 - LES CHANKEY      | 3 | 79 - JOHN FISHBURN   | 1 | 98 - ED WILLIAMS   | 2 | 12 - BRUCE HASEROT    | 0 | <table><tr><th>No. Rider</th><th>Score</th></tr><tr><td>19 - SONNY NUTTER</td><td>3</td></tr><tr><td>5 - LARRY SHAW</td><td>3</td></tr><tr><td>71 - STEVE BAST</td><td>1</td></tr><tr><td>47 - SCOTT AUTREY</td><td>1</td></tr></table>                                                   | No. Rider | Score | 19 - SONNY NUTTER    | 3 | 5 - LARRY SHAW   | 3 | 71 - STEVE BAST    | 1 | 47 - SCOTT AUTREY  | 1 |                   |   |
| No. Rider                                                                                                                                                                                                                                       | Score        |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 98 - ED WILLIAMS                                                                                                                                                                                                                                | 2            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 145 - MIKE CLANCEY                                                                                                                                                                                                                              | 3            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 5 - LARRY SHAW                                                                                                                                                                                                                                  | 3            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 71 - STEVE BAST                                                                                                                                                                                                                                 | 0            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| No. Rider                                                                                                                                                                                                                                       | Score        |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 79 - JOHN FISHBURN                                                                                                                                                                                                                              | 1            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 24 - DON CULLUM                                                                                                                                                                                                                                 | 0            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 11 - MIKE BAST                                                                                                                                                                                                                                  | 2            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 88 - MIKE KONLE                                                                                                                                                                                                                                 | 3            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| No. Rider                                                                                                                                                                                                                                       | Score        |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 88 - MIKE KONLE                                                                                                                                                                                                                                 | 2            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 91 - JOE FITZPATRICK                                                                                                                                                                                                                            | 1            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 71 - STEVE BAST                                                                                                                                                                                                                                 | 3            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 41 - BILL CODY                                                                                                                                                                                                                                  | 0            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| No. Rider                                                                                                                                                                                                                                       | Score        |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 20 - LES CHANKEY                                                                                                                                                                                                                                | 3            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 79 - JOHN FISHBURN                                                                                                                                                                                                                              | 1            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 98 - ED WILLIAMS                                                                                                                                                                                                                                | 2            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 12 - BRUCE HASEROT                                                                                                                                                                                                                              | 0            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| No. Rider                                                                                                                                                                                                                                       | Score        |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 19 - SONNY NUTTER                                                                                                                                                                                                                               | 3            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 5 - LARRY SHAW                                                                                                                                                                                                                                  | 3            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 71 - STEVE BAST                                                                                                                                                                                                                                 | 1            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 47 - SCOTT AUTREY                                                                                                                                                                                                                               | 1            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| Event No. 16                                                                                                                                                                                                                                    | Event No. 17 | Event No. 18 | Event No. 19       | Event No. 20 |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| <table><tr><th>No. Rider</th><th>Score</th></tr><tr><td>145 - MIKE CLANCEY</td><td>2</td></tr><tr><td>35 - DENNIS GILDEHAUS</td><td>1</td></tr><tr><td>24 - DON CULLUM</td><td>0</td></tr><tr><td>62 - DAVE GIFFORD</td><td>3</td></tr></table> | No. Rider    | Score        | 145 - MIKE CLANCEY | 2            | 35 - DENNIS GILDEHAUS | 1 | 24 - DON CULLUM  | 0 | 62 - DAVE GIFFORD     | 3 | <table><tr><th>No. Rider</th><th>Score</th></tr><tr><td>41 - BILL CODY</td><td>1</td></tr><tr><td>98 - ED WILLIAMS</td><td>0</td></tr><tr><td>62 - DAVE GIFFORD</td><td>2</td></tr><tr><td>11 - MIKE BAST</td><td>3</td></tr></table>         | No. Rider | Score | 41 - BILL CODY     | 1 | 98 - ED WILLIAMS  | 0 | 62 - DAVE GIFFORD     | 2 | 11 - MIKE BAST   | 3 | <table><tr><th>No. Rider</th><th>Score</th></tr><tr><td>145 - MIKE CLANCEY</td><td>0</td></tr><tr><td>20 - LES CHANKEY</td><td>1</td></tr><tr><td>88 - MIKE KONLE</td><td>3</td></tr><tr><td>19 - SONNY NUTTER</td><td>2</td></tr></table>     | No. Rider | Score | 145 - MIKE CLANCEY | 0 | 20 - LES CHANKEY     | 1 | 88 - MIKE KONLE      | 3 | 19 - SONNY NUTTER    | 2 | <table><tr><th>No. Rider</th><th>Score</th></tr><tr><td>5 - LARRY SHAW</td><td>3</td></tr><tr><td>91 - JOE FITZPATRICK</td><td>0</td></tr><tr><td>79 - JOHN FISHBURN</td><td>2</td></tr><tr><td>35 - DENNIS GILDEHAUS</td><td>1</td></tr></table> | No. Rider | Score | 5 - LARRY SHAW        | 3 | 91 - JOE FITZPATRICK | 0 | 79 - JOHN FISHBURN | 2 | 35 - DENNIS GILDEHAUS | 1 | <table><tr><th>No. Rider</th><th>Score</th></tr><tr><td>47 - SCOTT AUTREY</td><td>1</td></tr><tr><td>71 - STEVE BAST</td><td>1</td></tr><tr><td>12 - BRUCE HASEROT</td><td>2</td></tr><tr><td>96 - GREG BASEROT</td><td>0</td></tr></table>                                               | No. Rider | Score | 47 - SCOTT AUTREY    | 1 | 71 - STEVE BAST  | 1 | 12 - BRUCE HASEROT | 2 | 96 - GREG BASEROT  | 0 |                   |   |
| No. Rider                                                                                                                                                                                                                                       | Score        |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 145 - MIKE CLANCEY                                                                                                                                                                                                                              | 2            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 35 - DENNIS GILDEHAUS                                                                                                                                                                                                                           | 1            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 24 - DON CULLUM                                                                                                                                                                                                                                 | 0            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 62 - DAVE GIFFORD                                                                                                                                                                                                                               | 3            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| No. Rider                                                                                                                                                                                                                                       | Score        |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 41 - BILL CODY                                                                                                                                                                                                                                  | 1            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 98 - ED WILLIAMS                                                                                                                                                                                                                                | 0            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 62 - DAVE GIFFORD                                                                                                                                                                                                                               | 2            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 11 - MIKE BAST                                                                                                                                                                                                                                  | 3            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| No. Rider                                                                                                                                                                                                                                       | Score        |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 145 - MIKE CLANCEY                                                                                                                                                                                                                              | 0            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 20 - LES CHANKEY                                                                                                                                                                                                                                | 1            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 88 - MIKE KONLE                                                                                                                                                                                                                                 | 3            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 19 - SONNY NUTTER                                                                                                                                                                                                                               | 2            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| No. Rider                                                                                                                                                                                                                                       | Score        |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 5 - LARRY SHAW                                                                                                                                                                                                                                  | 3            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 91 - JOE FITZPATRICK                                                                                                                                                                                                                            | 0            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 79 - JOHN FISHBURN                                                                                                                                                                                                                              | 2            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 35 - DENNIS GILDEHAUS                                                                                                                                                                                                                           | 1            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| No. Rider                                                                                                                                                                                                                                       | Score        |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 47 - SCOTT AUTREY                                                                                                                                                                                                                               | 1            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 71 - STEVE BAST                                                                                                                                                                                                                                 | 1            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 12 - BRUCE HASEROT                                                                                                                                                                                                                              | 2            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |
| 96 - GREG BASEROT                                                                                                                                                                                                                               | 0            |              |                    |              |                       |   |                  |   |                       |   |                                                                                                                                                                                                                                               |           |       |                    |   |                   |   |                       |   |                  |   |                                                                                                                                                                                                                                                |           |       |                    |   |                      |   |                      |   |                      |   |                                                                                                                                                                                                                                                   |           |       |                       |   |                      |   |                    |   |                       |   |                                                                                                                                                                                                                                                                                           |           |       |                      |   |                  |   |                    |   |                    |   |                   |   |





Dick Mann does a little rooster-tail, this time on a motocross course.

## Cranke Takes OA but Mann Still Stars

By Bruce Young

SACRAMENTO, CAL., Sept. 26, 1971 — Possible future National Number One came to today's motocross to break the pressure of the big time circuit. Dick Mann put in an appearance at Cal Am's final race of this series and left everyone going away with great aspirations.

Mann rode a BSA and made it sing all day long. Right on his tail was none other than Sacramento's own Carl Cranke. Cranke rode his Husky for his sponsor, Gene's Automotive of Loomis, and won overall in the Open Expert class.

The 125 Am/Ex. event was one of the best of the day with several riders really going at it for the brass. Rick Clement won overall in the Amateur class on a Penton with Rich Hansen on a

DKW finishing second. In the Expert class Doug Nelson and Ken Gerard finished in that order.

In the 250 ranks there was one rider that stands out very well in the Novice class. Jeff Younger won overall in the Div. 1 250 Novice class. This was Jeff's birthday and he got his wish.

The 250 Amateur class was a real battle between super-fast CZ rider Scott Pepper and Gilly Norman on a Husky. Scott won both motos with Gilly right on his tail.

Two riders on Huskies really put on a display of superhuman riding in the 250 Expert class races, Ron Stockman and Billy DaPrato. These two had quite a battle with each other in the final moto. Billy won the first moto with Ron

## Pt. Richmond Reopens with Scrambles

By Bill Spencer

RICHMOND, CAL., Oct. 3, 1971 — Returning to the Point Richmond club grounds for the first time in over a year, the Richmond Ramblers M.C. were deluged with more than 300 entries. Some recent cancellations were part of the cause but just the fact that the old club grounds were open again brought out some of the old timers.

The reasons given for the reopening were sketchy but it appears that the more than 20 years of use of this land has some sort of precedence and with the legal battle to continue in the court later in the month the outcome will have definite impact on the overall motorcycling world. The fact still remains that the land is open and being used and it appears that it will remain open and the Richmond club will use it for club functions and races.

The name given to this first event was the First Annual Bucky Wooten Memorial, for a club member, and for the featured event, both Jim Foley and John Gennai were in attendance and doing their thing.

In the eight-lap 250 Main Event, Foley grabbed the early lead but Gennai was just too fast.

In the old man's class, more normally known as the Open Expert, Jim Saitone

beat out Bill Verbiscio. Jim led the Western states in AMA high point in the 500 class early in the year and took his brand new 400 Maico to an undisputed first after a couple of restarts. Jackie Paro had the first race won and was ready to quit when it was red flagged.

"Biscuits" Verbiscio rode an exceptionally good race and considering his age, he is doing very well. Actually it's all in fun for Bill is in great shape and he and Saitone put on a great show that the younger guys would find hard duplicating. "Biscuits" is responsible for putting many a racer on the scene and such names as Brelsford and Lackey have worn his Cycle Town colors.

(Results on page 28)

## SHORT TRACK ENDS SEASON

By Loretta Davidson

TURLOCK, CAL., Oct. 1, 1971 — The end of the short-track season here found 115 riders competing for the brass. A crowd of 1000 were on hand to cheer their favorites to victory.

Ray Huff and Jeff Davidson put on a crowd-pleasing show as they fought it out in the 125cc Expert Main with a lot of passing and sliding back and forth. Ray finally put on a hard charge to take the flag first by a half bike's length.

After several restarts the 175cc Novice Main was off and running. Rich Reece and Fred Yow fought it out all the way with Fred taking first. All but three riders were forced out of this one due to one reason or another, making it the hard luck race of the night. Ron Jorge had the 200cc Novice Main to himself as Chet Armstrong fought to close the gap after being held back by downed riders.

The 250cc Expert was a thrilling spectacle as Mark Muscio took over the lead on the third lap from Ray Huff who was charging hard trying to retain the lead. Mark wasn't to be held off though and then Roy Winters also pushed his way around Ray to take over second, leaving third for Ray.

(Results on page 28)

coming from almost last after a fall in the first lap to take second. When it came time for the second round Ron led all that way to take the win with the tie-breaker determined with the best placing in the final moto. Billy's chief wrench Bill Onga got into the act by giving signals as well as Billy's father and number-one fan, Mother.

Open Expert Carl Cranke won overall with a win in the first moto and a second in the second moto right behind Dick Mann. Finishing third and second overall was Larry Mulock on his Suzuki from Gene's. Larry was lapped by the leaders at the end of 15 minutes to give you an idea how fast the two leaders were really going.

(Results on page 28)

# baja wins again!



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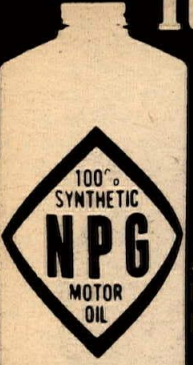
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## Urban Doubles Up at Carlsbad's

By Eric Raits

CARLSBAD, CAL., Oct. 10, 1971 — San Diego's Billy Urban moved farther in front for the CMC number one plate by winning two Expert classes at Carlsbad Raceway today.

Urban, riding a Puch in the 125 and a Maico in the 250 professional classes, won both handily. A thrown chain in one 125 moto dropped him to third place and spoiled his bid for six wins in six races.

Asked what separates the best riders from the herd, the 17-year-old Junior at Patrick Henry High School in San Diego says the three marks of an excellent rider are interest, concentration and an awareness of what keeps a racing machine together and finishing a race. He says you have to dedicate yourself to racing and forget a lot of other things; "You can't go hang around the Seven-Eleven for hours after school."

Billy is a motocrosser through and through. He tried other forms of motorcycle racing and said of the desert, "It was one big endo for me. I tried flat track, too, but that was boring. It didn't have near the excitement of motocross." Billy qualified his statement a moment later. "I imagine if you are in Mert Lawwill's class it's another story but I found it unexciting."

Billy spends six days a week keeping in shape, practicing and racing. He treats the spectators at Carlsbad each race day by hurtling down the long bumpy downhill at breakneck speeds; shoulders, arms and handlebars in an iron triangle; seemingly daring the ruts and rocks to force him off a rigid line. He has seldom, if ever, been matched going down that hill.

Billy spends three mornings a week at the gym, working with weights under the tutelage of ex-San Diego Charger, Jimmy Allison. Two other mornings he goes out and rides his motorcycles for an hour and a half or so. "I ride really hard and concentrate on what I'm doing." The workouts and practice show when Urban comes to the track. Asked if he ever gets tired, "ot anymore," he replied grinning.

Billy is satisfied with his sponsor and tuner, Roy Key of Key Cycle in San Diego. "They have done a great job. Key had winners in all three classes today with Roberts' win in the 500 Experts", said Urban. (Ron Roberts, the Hawaiian immigrant, won all three of his motos for a first in the big bike class.)

Urban understandably has little time for outside interests but does get in as much surfing as possible. He has tried snow and water skiing and speaks highly of the cold weather sport. Predictably he had no trouble learning how to ski. The natural athlete could no doubt excell at any sport he tried.

Billy expresses a liking for others. He belongs to a church-youth group called "Young Life" and says hhe takes every opportunity to meet and know people. He likes motocross for its excitement but finds it has fringe benefits also, "It's such a friendly sport. I've met so many bitchin' people. I really enjoy coming to the track and look forward to it."

As to his future, Billy sees nothing but motorcycles. He wants to race for a living and when that is over he plans to become a promoter or open a bike shop, "selling all the trick stuff."

Billy wished to inform Cycle News

readers of an up and coming rider to watch for. "Curt Smith is his name and has good style and always rides in control. He's been riding AMA motocross in the San Diego area but is beginning to ride CMC. He'll be one of the top riders before long."

Billy himself may be headed to the top. He looks like a sure bet for number one CMC rider this year and his ability and dedication point to bigger things in store.

Back at the motocross track, Steve Sullivan, Steve Erickson, Mark Lickert, Roberts and Urban enjoyed three wins in at least one class. Lickert moved out to enormous leads in his division of the 250 Juniors for the second straight week.

A hot dry day sucked most of the moisture out of Carlsbad's usually fine racing surface and a pall of dust hung in



YEKI!

## Eierstedt Becomes

By John Grout

VALENCIA, CAL., Oct. 10, 1971 — The sensational riding style of Dick Eierstedt, the Bultaco ace from Norwalk, not only got him the overall 250cc Senior win, but was also more than a slight bit instrumental in grabbing a seven-foot trophy for Warren Burrell's American Motocross Team during today's A.C.E. contest at Indian Dunes Park in Valencia.

Eierstedt, so stoked-up that his saddle smoked, turned a fine field of 250 Seniors every way but loose while scoring a two-for-two grand slam over Eddie Cole (Bul) and Cliff White (Ric). And the young Bultaco rider, just recently moved into Senior ranks, scored both victories after launching come-from-behind efforts.

In the team racing special, Eierstedt walked off with a first and a second place finish over members of E.C. Birt's Precision Cycle Crew from Lawndale.

A first-lap end-for-end flip in the first team moto sent Lee Hensch to the local



Bryan Porter wedges his way into a berm.



## CMC Motocross

the little valley when the day was over. Perhaps the heat was responsible for the bonehead play of the day as the third division of 250 Juniors was finishing its last race. D. Shepard fell off in the bermed turn following the big dropoff near the finish line and got back up to restart his machine. Riders were shooting off the cliff to find Shepard blocking the turn like a pickle in a funnel. Shepard kicked his bike into life and then laid it over to clear the carburetor as riders were going up into the fence to get around the obstruction which by now stretched nearly six feet. The motor finally began to run and Shepard jumped aboard; pulled away without looking back, and knocked down two bikes trying to pass him. Shepard was rewarded for his do-or-die effort with a third place.

(Results on page 28)

## Gripsters' Scram

By Ed Drechsler

ELSINORE, CAL., Oct. 10, 1971 — The Gripsters have a reputation for handling tough jobs and they came through today with flying colors. 175 scramblers turned out to vie for District 37 points in a very well organized race program which got underway at 9:30 with practice for all classes. The program was unusual in that they started with the 50cc class and went through the Open class then repeated the process until all events were completed.

Surprise, surprise. About 10 potential riders were refused entry because of the fact that they did not possess current AMA membership cards; also several potential riders failed Tech. Inspection because of faulty or non-existent silencers. One 100cc Novice rider was disqualified at the completion of his race because of a faulty or non-existent silencer. The Gripsters were also tough on false starts which got you, with no warning, sent to the penalty line which was located 'way back by the jump.

Practice was to begin at 9:00, but because of a slight oversight, more water was placed on the track than the surface could hold. Result: mud. To cure this slick situation, the Gripsters organized their First Annual Combined pick-up Truck Derby. It was 45 minutes of wild slip 'n' slide driving with spin-outs and power slides galore. Who won? The green truck.

With the P.A. system in very good order there was no confusion as to which event was on the line.

Pam Bales, a pretty 15-year-old blonde, rode her pink Montesa to a commanding win over the Powder Puff class. She was so fast that the size of her engine was questioned. Pam was happy to tear down for the required measurements as she was running a stock machine with a broken ring.

Jeff Sexton, that super-fast Maico Expert, provided some consternation for his pit crew and friends in the second moto of the 500cc Open Experts. With a bad start Jeff was unable to fight his way past 6th place but his wins in the first and third motos were enough to get first overall. Jim Connolly rode his un-retired Greeves against Jeff in a vain attempt to win, but could do no better than a third overall.

Danny Hockie took the combined 175-200cc class, and everyone was set to see him capture the 250 Experts. But the K&N Yamaha people sent smiling Mike Myers out to do him in. Mike's starts were not the smoothest in the world, as Danny can attest in the second moto, but once off the line, there was no catching him.

Just as the Powder Puffs add class to any race, the Side-Hackers add strength. This rare breed of men mustered up three hacks to show us what team work is all about. While winning the second moto, the team of Wahl and Hudspeth stripped several spokes from their rear hub. With two wins under their belts they had to finish the third moto to win. They nursed the bad wheel as far as possible, and 30 feet before the flag the wheel collapsed. They finished on the rear sprocket and drive chain.

Well, with all the racing and all the heat to put up with, the Gripsters managed to get us out of there by 3:00 p.m. It turned out to be a super day, Gripsters; keep it up.

(Results on page 28)



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Race time 9:00 a.m.  
Girls will ride with the guys.

Classes 100 JR.  
125 JR-SR.  
250 JR-SR.  
OPEN JR-SR.  
+  
Mini Bikes (During Intermission)



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Post entry \$7.50 Mini Bikes \$2.00 mail or post.

Non-sanctioned meet, but Dist. 37 A.M.A. rules will be observed. Overnight camping space, at track, but no water. Communications coordinated by BISHOP RADIO CLUB Local Chapter of REACT. Any standard entry blanks accepted. Follow the lime & markers.

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## Dunes Inspiration

hospital minus most of his front teeth and would seem to have flushed most of the chances of the American MX group right down the drain at that point. However, that was before Eierstedt.

Dick got the bunch really cooking; and, along with alternate rider, Bob Kulek, who was filling the gap after Hench's accident, the American MX racers were able to smoke the pants right off the Precision crew. Now all they need is a challenger for the beautiful A.C.E. trophy.

Larry Watkins (CZ) and Bill Payne (Mai) split wins and 2nd's during the Open Senior grind. Young Ken Zahrt put on a spectacular display of high-flying leaps in zapping the 125 Seniors twice in a row.

This Sunday's motocross presentation at Indian Dunes will feature an A.C.E., All-Junior program with 100 percent trophies or plaques going to all finishers. Sign-in begins at 6:30 a.m., with the first race at 9:30.

## International Report...

John Cooper did the impossible by beating Giacomo Agostini/MV at Mallory Park in England fair and square a few weeks back, and now he did the sublime by beating poor Ago a second time, at Brands Hatch. Coop looks to be in good shape, should he make it to Ontario.

England's "Motor Cycle News" asks, "Must our riders go foreign?" The Britons courageously enter their Trophy Team on four-stroke twins and, the newspaper admitted, failed. The only other possibility for home-grown success next year lies with AJS. If not, Ossa of Spain has already offered to carry the British team in 1972. If this happens, it will be "the end of an era."

Norton-Villiers are having a rough time finding a Ontario replacement for Peter Williams, who fractured a hip while shopping recently. New 250 World Champ Phil Read has been approached, as has John Cooper, but both already have commitments.

Yamaha has signed Hakan Andersson for the 250 world motocross series campaign, Andersson, the most successful Husqvarna rider this year, will debut his new ride October 24 at the Trans-AMA motocross in Toledo, Ohio.

Sylvain Geboers and Gaston Rahier won't be seen at the Trans-AMA bashes of Octobers 24 and 31. Last week our own Karl Wealey mentioned that Belgian promoters were uptight about some contracts they have jumped to ride the States so the Belgian federation ordered their suspension.

Ivan Mauger is in trouble for shoving a cop.

### 1971 WORLD ROAD RACING RESULTS

| 50cc         | 125cc        | 250cc       | 350cc            |
|--------------|--------------|-------------|------------------|
| J. DeVries   | Angel Nieto  | Phil Read   | Giacomo Agostini |
| Angel Nieto  | Derbi        | Rod Gould   | Yam              |
| J. Schurgers | Derbi        | J. Saarinen | Yam              |
|              | Barry Sheene | J. Saarinen | K. Carlsson      |
|              | B. Jansson   |             | Yam              |
|              | Mai          |             |                  |

# baja wins again!

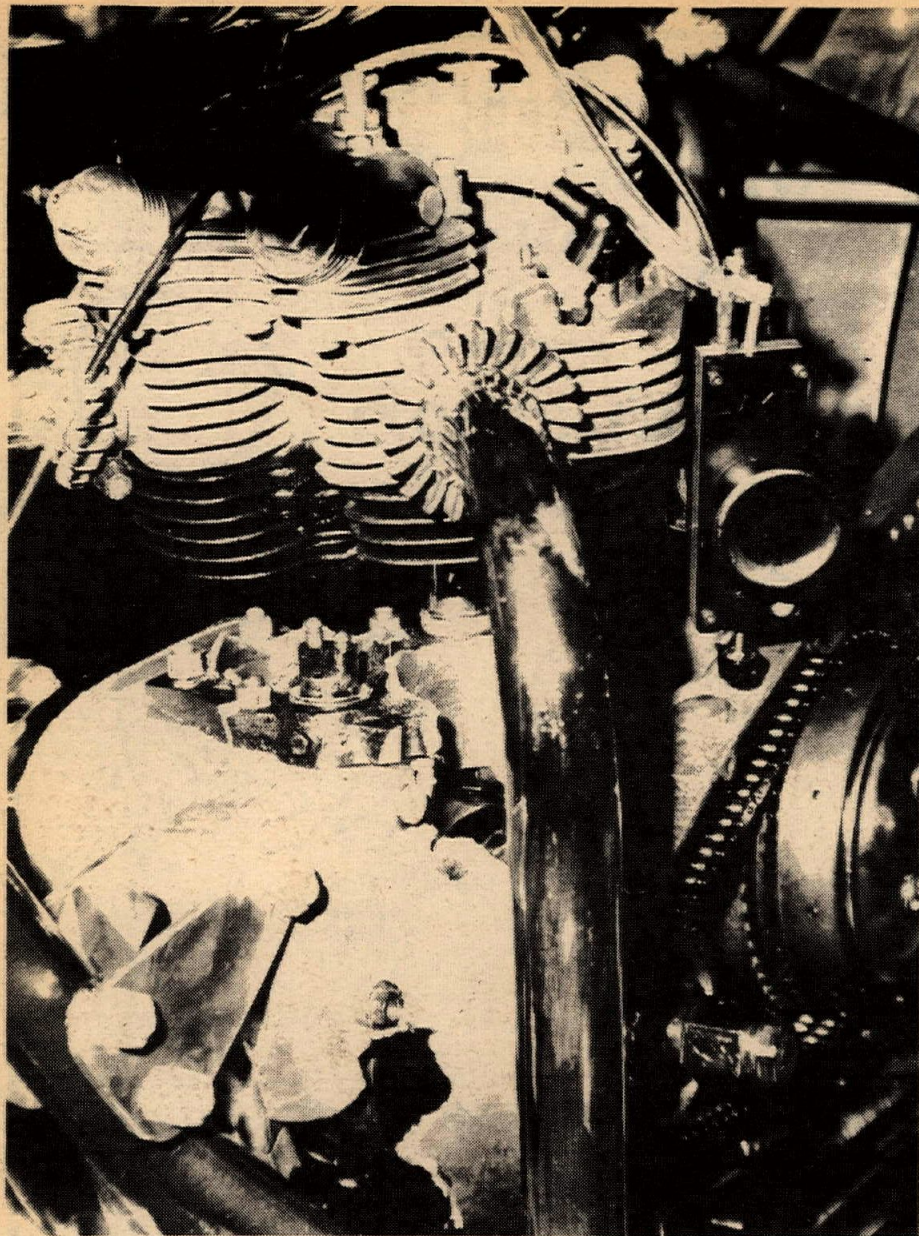


Hare Scrambles  
Cactus Cats M.C.  
Adelanto, Calif.  
Sept. 19, 1971  
Trail Ex. Class  
1st — Mitch Mayes — BAJA 100  
2nd — Jim Sumners — BAJA 100



**the Harley-Davidson outperformers**





Ray Maston had a little trouble in keeping his engine together.

## Things Happen at Lions

By Keith G. Arnold  
WILMINGTON, CAL., Oct. 9, 1971 — At the close of this race when all the bikes and 1000 horse power funny cars are quiet, the announcer told about some fantastic funny car meet and other trivia until halfway through his blurb he stopped to mention something that might just be of interest to the bike fans. It seems Lions will host in the first week in March, an NHRA National bike meet!

This will not be just an average bike meet at all. Coming together will be the best of the bike drag world to try for a qualifying position in one of these areas: 16 top fuel, 8 top gas, 7 competition eliminator and one top ET bike for the eight, and finally 7 street bike and one top ET bike for the eight. To cap off the racing will be elapsed time brackets. Also promised were huge cash purses.

For tonight's racing several hot bikes

were on hand to test and make trial runs. The "2x4" twin-engined Honda 8 made several runs with the best still a record-beating 140.84 at 10.16. The record for Top Gas miles per hour is just over 138. Ray Richardson was testing the brand new 86 inch H-D of Soul Cycle. This beautiful cherry-red B-gas bike is named Training Wheels.

The final go in the ET brackets was a solo run by Andre Hagentorn. Andre drew a solo due to the failure of John Taloy to show up at the line. John was unable to hook up the battery on his 350 Honda and gave the Kawasaki a free ride and the \$30.

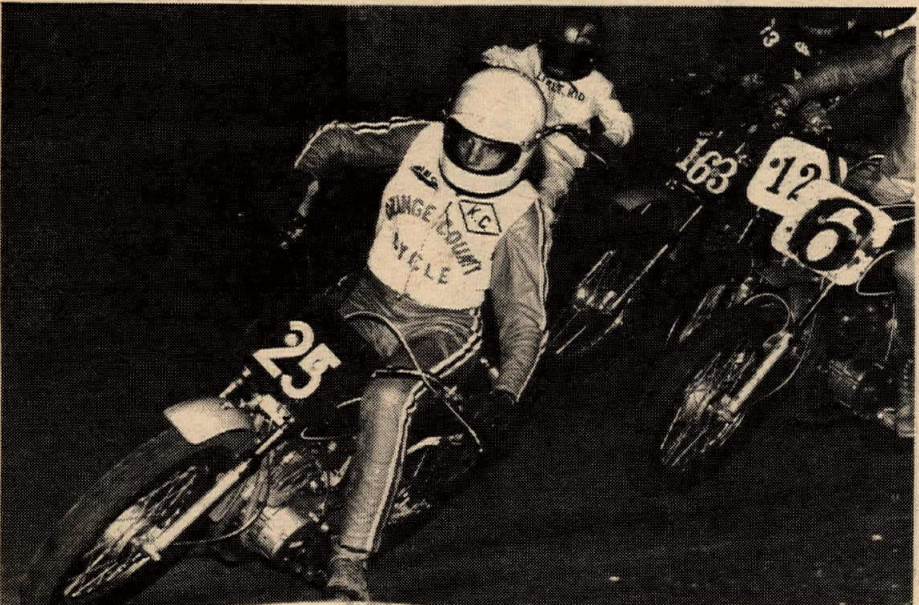
Ray Maston, making an attempt to get his fuel Triumph twin 750 run right, got a big surprise. Ray's made a flashing explosion at about the halfway point. When the bike was brought back to the pits, all that was left was the heads sitting six inches over the cases. The barrels add pistons disintegrated.

## Davis Continues to Prove Himself

By Buzz Baty  
EL TORO, CAL., Oct. 6, 1971 — Marty Davis from down San Diego way is a 16-year-old who is quite definite about his future. At present Marty rides his Bultacos under the sponsorship of Unicorn Motorcycles of Vista, Calif.

Marty contributed much in the Unicorn's winning of the team trophy during the ACA's points season, riding as a Junior. The last couple of weeks Marty has moved up to the Senior class

(Please turn to page 17)

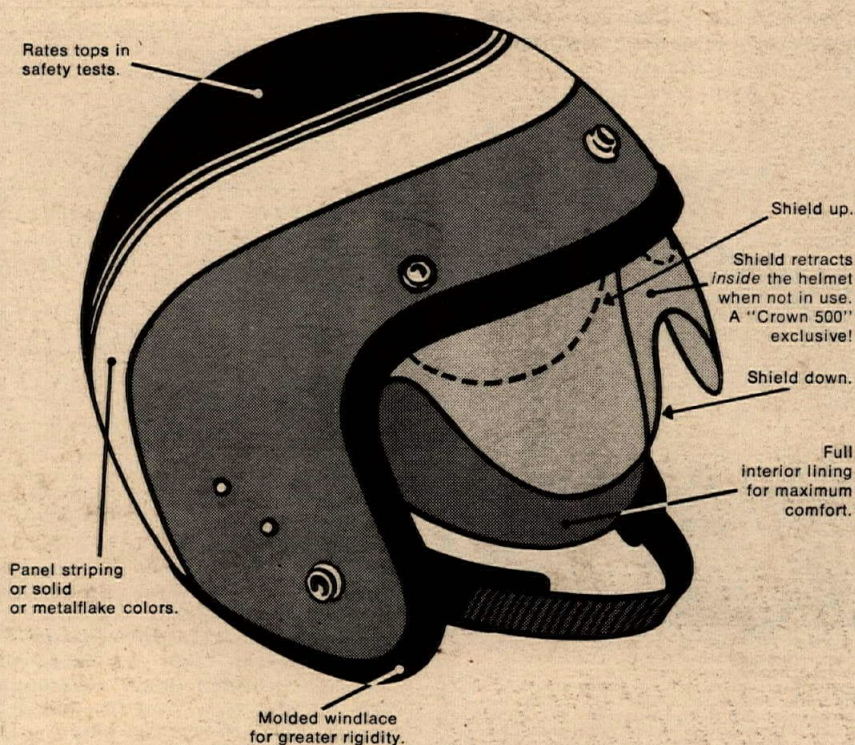


Keith Crecelius, winner of the 125 TT and ST, leads Bobby Buitt (6), Doug Westly (12) and Robbie Waite (163) into the turn at El Toro.

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Salinas Honda  
Salinas, Calif.  
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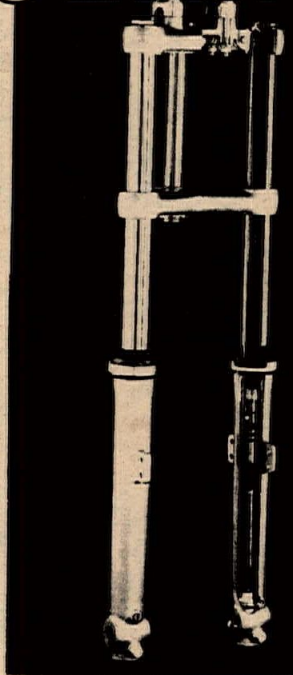
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### TRIALS RIDERS TO ESCAPE

By John Adcox  
TRABUCO CANYON, CAL., Sept. 26, 1971 — The Southern California Trials Association came through with an enjoyable day of trials for everyone. The site selected was the new recreation area off the San Diego freeway on El Toro road called Escape Country. Still in development stages, the area promises to be an excellent area for all types of entertainment.

In the Amateur class, a couple of sections gave the riders a good workout. Section 5 was in a small ravine, very narrow with several steps to jump and rocks to get over as you worked your way up the ravine. The only problem was, while most people took three through the section, nearly all took a

(Please turn to page 32)

(Cont'd. from page 16)

### EL TORO TT/ST

to ride for the bucks instead of the chrome. Just last week Marty gave Dave Aldana all of the competition he wanted. Marty's stated desire is to earn the National No. 1 plate and own his own scooter store. Judging from last night's efforts, I would hazard a guess that he has not only the desire but the ability.

El Toro's Wednesday night Short Track and TT drew a good rider entry but not a large one, so the 25-500-Open class events were combined. Marty won both of the combined short track and TT races, with no serious challenges from any quarter.

Keith Crecelius, Jr. pulled off a double win on his won, winning the combined Expert/Junior 125cc TT aboard his Yamaha, and getting third overall, and first in the Junior division in the short track Main.

Now, there was a really spectacular match race held before the start of the Main Events. Five riders were involved: David Boydston on a street legal 50 Suzuki, Dan Headrick on a 125 Yamaha, that smooth talking and glib El Toro announcer, (who I will not name to save him undue embarrassment since he can always deny being the El Toro announcer, but one finds it hard to deny one's name), Herb Marshall on a 90 Honda, and yours truly, Buzz Baty riding, (riding, now that's a laugh) a 100 Kawasaki loaned to me by Windy Briggs. Thanks, Windy. Boydston was restricted to a 50cc machine because he is a young active Senior rider, our nameless announcer started with a 20-yard head start, Dan, Herb and I started on the back 20-yard mark. Herb's machine broke but the rest of us went four laps at a blazing, blinding speed over the TT course, Boydston the winner, yours truly second (cheers) and the sound of one hand clapping, after lapping our nameless announcer (boo). David Boydston had a workingspeedo on his Suzuki and is forwarding a certified record document to whom it may concern, that at no time did we ever exceed 20 mph. But it sure was fun.

(Results on page 28)

## Double Steal at ACA MX

By George Andersen

IRVINE, CAL., Oct. 10, 1971 — It was one of the busiest days of the A.C.A. season and it saw nearly 200 riders competing at Saddleback Park.

Two classes completely stole the show, one being the 500cc Sr. class with Chuck Minert on a BSA (what else), Carl Cotton, and a very much improved David Helleck all going heads-on for the top brass. In all three motos Cotton got his usual fantastic start with Helleck not far behind. Minert had to work his way through the pack in all three motos to get a chance to zero in on the two leaders.

In the first moto it looked as if Minert had come up against an invisible wall as he attempted to overtake the front running Cotton. Not until the 7th lap did he succeed on a tight sandy turn that led back through the canyon. Cotton, in turn, applied every trick in the book to overtake Minert, but to no avail. The two remaining motos were an almost exact repeat of the first.

Morris Malone, riding for Stormers'

AJS and David Boydston for Downens, were at their usual best as they had a show going way out in front of the pack. Both were clocked and found to be running the fastest lap times of the day. What a show! Both were making tape measure jumps off the high back straightaway jump.

Boydston seemed to be much more consistent than usual as he pressured Malone every minute of every moto. Morris won out by the end of the day taking first 250 Sr. with Boydston about as close a second as you could get.

Chris Jackson, riding for Temple City Kawasaki, was recently yanked out of the 125 Jr. class and moved up to Intermediate. It didn't seem to matter to him because by the end of the day he had another first place, only this time out he was up against some very strong running Intermediates. Ross Maeda, riding out Pumpfrey Bultaco, was the most consistent and took a well deserved second overall.



## THE NATIONAL DRAG SCENE

by Jimmy Boyd

FANTASTIC FUELERS...Joe Smith, undoubtedly one of the largest contributors to the current status enjoyed by the drag bike contingent, enjoyed one of the finest moments of his career as he marched to the winner's circle at the NRA Nationals at Indianapolis, Indiana. Jim Cook, an associate, drove a second Smith owned entry to runner-up honors. The bikes made another fantastic showing for themselves and time again the crowd went wild as the two wheelers produced a sensational show, with among other things, the sports first 8-second clocking at a national event. Cook led all qualifiers with an 8.991 ET at 168.53 mph. Smith followed with a 9.055 at 160.05 and Boris Murray, who wowed everyone last year with his 170 mph plus speeds, did it again with a great 9.09, 173.74. Murray is the current NHRA National Record holder at 8.87, 174.75. Other qualifiers included Leo Payne — 9.14, 146.10; Dave Campos — 9.20, 159.85; Bob Abels 9.27, 157.34; Bill Chambers — 9.29, 160.57 and Larry Welch, last year's winner, qualified at 9.67, 135.74. Among the first alternates was Don Escolas, of Webster, Mass. who clocked a 9.35, at 162.74. This should tell us something of the closeness of the fierce competition. The first round saw Larry Welch make an easy pass 10.17, 163.33 single with the Hyattsville, Md. based machine as Leo Payne lost fire. Jim Cook was up next to do battle with Dave Campos of Albuquerque, New Mexico, and laid down a beautiful shot of only 9.27 at 166.66 to outdistance Campos who suffered traction problems and a pass of 9.60, 158.17, which was far off his earlier 9.20 clocking. Bob Abels could not make the program because of mechanical ills and so Smith raced the first alternate. On this occasion, Smith blistered the asphalt with the lowest elapsed time of the meet with a hauling 8.93 seconds at 166.35 mph, to a losing 9.78, 160.71! The final race saw Boris Murray racing the only twin-engined Triumph powered machine in the otherwise all Harley-Davidson field, turn in a fine 9.12 at 172.08 mph to easily outdistance the 9.92, 156.25 mph effort of Bill Chambers. Chambers was next faced with the long disappointing long tow trip back to his home in Mt. Baldy, California. Billowing smoke from the starting line signaled the start of the second round and Jim Cook stunned many Boris Murray fans when he outran their hero with a whopping 9.04, 165.74. Murray's time of 9.61 at 171.75 mph indicated that he was tremendously off the pace. In the next race of the second round, Joe Smith dumped Larry Welch in one of the closest races of the day, nipping the National Champion with a 9.13 at a slowed down 144.69 mph to the losing 9.23 at 163.63 mph. Judging by his speed, it would appear that Smith had

the field covered by his ability to make up much more ground at the start of each run and at the half way mark. The finals for the gold had to be one of the most exciting races of the meet as two Joe Smith bikes powered by Harley-Davidson engines left the line together with Smith pulling away at mid-range. Cook seemed to gain a bit at the end, but could not make up the difference to fall short of Smith's 8.94 with a blistering 9.02. No one had ever traveled so fast and yet lost a drag bike race! Smith's speed was recorded at 165.74 while Cook blasted through the traps at 167.59. Simply sensational and the racers were rewarded well for their efforts. The next ding-dong Nationals are scheduled at Indy over Labor Day weekend of 1972, however, many races will be run at Raceway Park throughout the year so keep in touch, like the division meets, etc.

AROUND THE NATION...Here's some of the action of "what's happening" now with bike drag racers and as much information as available. Van Wert County Dragway, Ohio. A great field of fine running bikes showed to race for top honors in this part of the country where bikes are certainly a way of life. Top man on the totem pole for Top Bike Eliminator was Robert McFarren with runner-up money going to Bob Spillers.

RACEWAY PARK, ENGLISHTOWN, N.J. One of the finest hot beds of drag racing on any given event is this super nice facility. Competition is the greatest and to pull off a win here is a day's work in itself. Number one Bike Eliminator was picked up by D. Ehberich with an elapsed time of 17.37, 73.46 mph. Number two Bike Eliminator honors went to Mike Klejmunt with an et 14.72 seconds and

a speed of 87.80. Number three Bike Eliminator found Mike Hanes in the winner's circle with an elapsed time of 14.62 and speed of 89.82.

MANASSAS, VA...The Old Dominion Dragstrip, one of the oldest facilities on the east coast and one of the most successful featured a rip-snorter over the weekend. In our report the eliminator winners were not mentioned but those who took class honors were shown as follows. E/SB went to Ed Hipsley with a time of 9.96, D/FDB of F.&F. Cycle laid down a blistering 7.13 for the eighth of a mile facility. C/GB class found the winner to be James Lambert with a super tuff run of 8.70 seconds and the H/AB of Steve Floyd went through the traps to the one of 11.47 seconds. The class was not mentioned or the rider's name but the bike from R&F Cycle had a terrific run of 7.13 seconds (must have been one more strong hauler!)

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# -ROMERO SUCCEEDS IN 'MUST WIN' -MANN RETAINS POINT LEAD W -RICE SUCCUMBS TO ENGINE

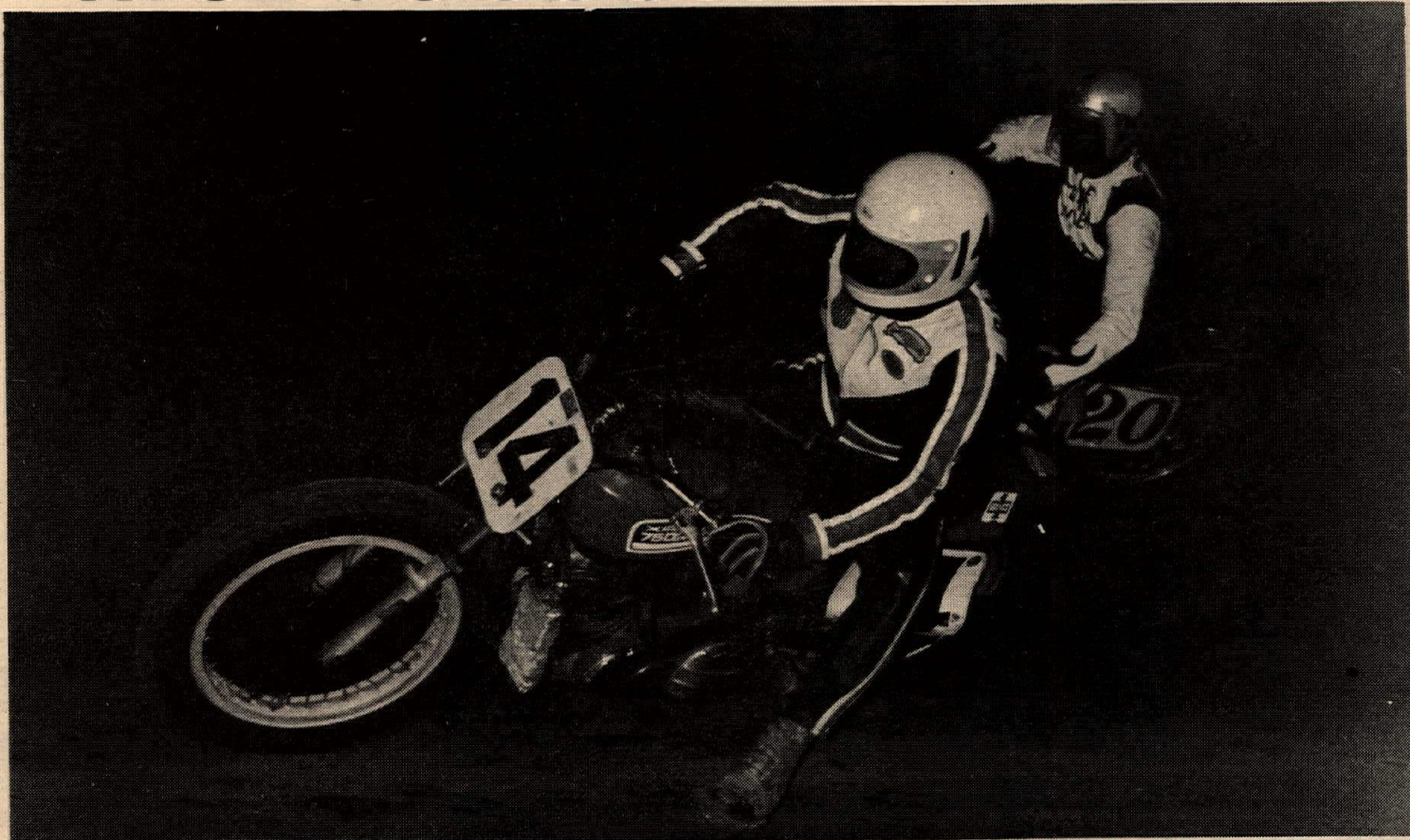
By Ken Dunlap  
Cycle News East

NAZARETH, PA., Oct. 7, 1971 — Gene Romero closed the points gap between himself and Dick Mann during an aborted 50-Mile National here. Intermittent drizzles, which kept the crowd down and increased as the evening continued, had officials discussing the advisability of calling the race about the halfway point.

When finally a rider went down on the backstraight on the 31st lap, officials red-flagged the field. The fallen rider turned out to be Mann, whose BSA had seized. He was running in second place at the time; since the results are figured from rider's positions on the lap preceding the one on which the race was called this was his finishing position. Thus the points race moves to Ontario, Cal., to determine the Grand National Champion.

Jim Rice, third in National Points Standings, was dropped from the race for number one when his BSA fell out around the halfway point with a smoking, oil-dripping engine.

At the start of the National, Mann jumped into the lead, but before the pack came around again Cal Rayborn had taken over, with Mann a close second and Keith Mashburn's Yamaha in third place several yards behind. Rayborn seemed unshakably in the lead. Romero passed Mashburn to take third



Cal Rayborn passes Eddie Mulder. Rayborn lead early in the race but finally gave way to Gene Romero, among others.



Don Emde, Jim Rice and Keith Mashburn chat prior to the shortened Mile National at Nazareth.

position, but neither he nor Mann could get around Rayborn. Romero and Mann swapped places behind Rayborn, with Mashburn slowly losing ground, and finally passed by Jim Rice.

Romero finally got around Rayborn and took the lead. Rayborn began dropping back; it later turned out he had hit a rock and injured his left foot. He was still able to ride to a fourth place finish.

Romero held the lead, followed by Rice, Mann, and Rayborn, and slowly extended it. Shortly after Romero passed 13th place Roger Reiman, Rice's engine failed, and he dropped out. Gary Nixon's Triumph was also beginning to break up, slowing him considerably.

Romero extended his lead, with Mann in hot pursuit. Rayborn dropped back farther, with Don Castro taking over fourth pursuit. Rayborn dropped



Jim Rice desperately tries to get his machine working but time ran out for the second year in a row.

back farther, with Don Castro taking over fourth position. Rayborn managed to stay ahead of fifth place Mashburn, and sixth place Dave Aldana, all of whom were far behind the fast-dueling Romero and Mann.

Romero continued to extend his lead until lap 31, when the red flag went out. Mann had gone down on turn 4, making officials decide to call the race. Officials said they didn't know it was Mann who had fallen, and had been discussing whether or not to call the race because of rain anyway. Romero mentioned protesting the finishing procedure, since Mann's second place finish keeps him comfortably in the lead. But he later changed his mind.

Poor weather caused Romero some problems on the track, too. When he went to pull off his second tear-off (the clear plastic, disposable face shield

covers) he said, "I pulled them all off. When I tried to wipe my face shield clean it just smeared, and I couldn't see a thing. I was just guessing at corners."

The weather also caused the turnout to be poorer than expected for a National event. Promoter Jerry Freid told the riders at the meeting, "A show like this, on a day when we have sunshine all day, should pack the house!" There were rumors abounding that there would be no payoff, that the promoter was bankrupt. Freid said later, "We didn't have the money at two o'clock this afternoon, but we have it now; everything is OK." All riders and officials received their pay, in cash.

Kenny Roberts sped to victory in the Junior final, although it looked for a while as if Frenchy LeBlanc would pass him. Roberts' Yamaha took over the lead shortly after the start. Keith Ulicki

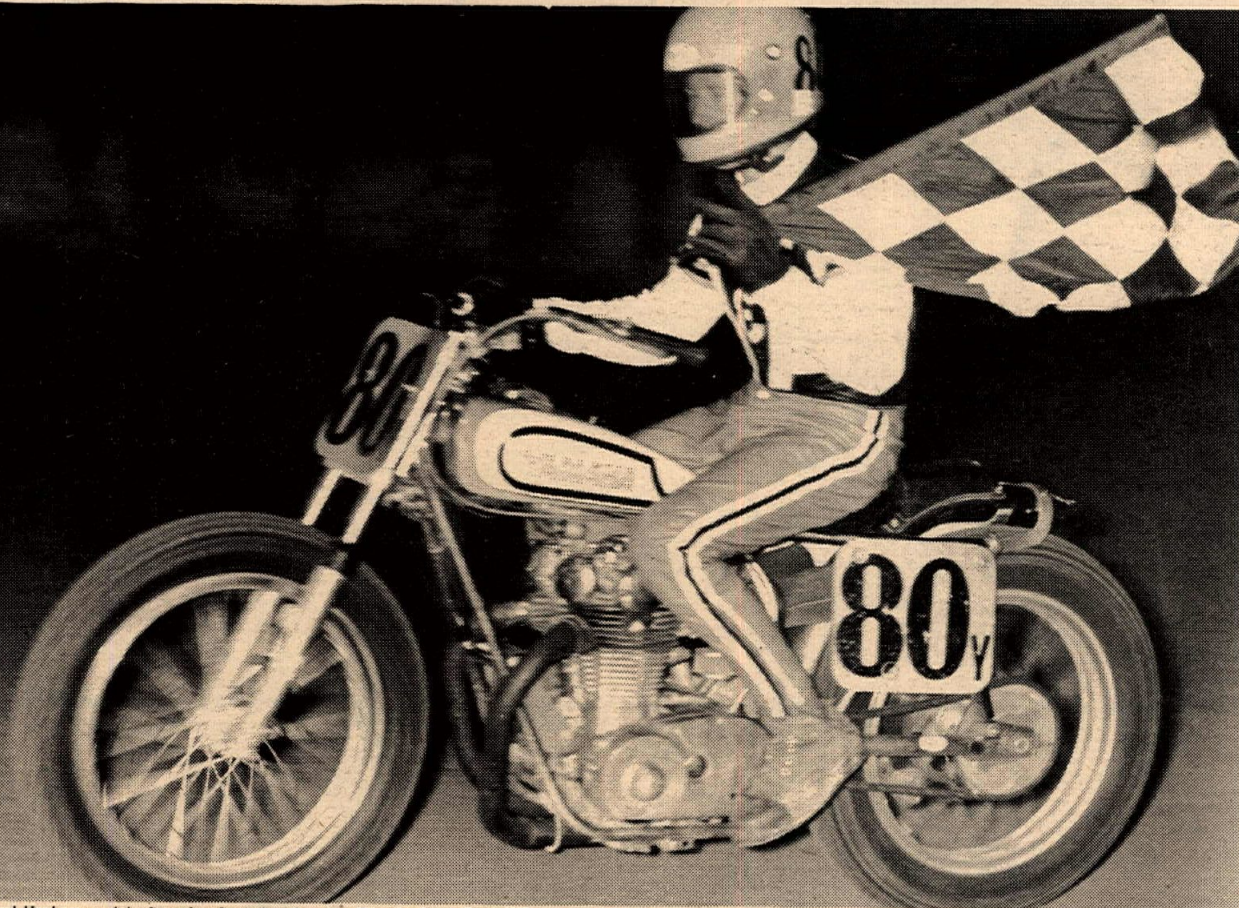


Part of being No. 1—being interviewed.

Mike Haney, 43R, went out the following night and took the win.



# NATIONAL TH SECOND FAILURE — ELIMINATED



Kenny Roberts had little trouble in winning the Junior Final after Carl "Frenchy" LeBlanc was forced out.

was second, with LeBlanc running a long third. LeBlanc, who had set the fastest time trial, quickly passed Ulicki and was steadily closing the gap between himself and the speedy Roberts.

With three laps to go, LeBlanc was but a few feet behind Roberts, when his Triumph suddenly slowed. LeBlanc rolled into the pits with his engine

barely running, leaving Roberts a clean shot at victory. Roberts then extended his lead over the rest of the field, breaking Rex Beauchamp's record time for the 10-lap final. Beauchamp's time, set in 1970, was 6 min., 59.62 seconds; Roberts' time was 6 min. 58.40 seconds.

In the pits, the reason for LeBlanc's engine failure was found to be a broken coil wire. "He left the switch on and

burned out the coil," said Bill Kennedy, who tunes Frenchy's bike. "He replaced it himself in a hurry, and it just broke." Kennedy shook his head, "You just can't check everything."

Frenchy was upset enough to say he was going to quit racing, but fortunately this statement was in the same class as Romero's mention of a protest.

(Results on page 28)



Don Castro took third, drawing him into a tie with Eddie Mulder for ninth in the National Point Standings.

## NATIONAL STANDINGS TOP 50

|                      |      |
|----------------------|------|
| 1. Dick Mann         | 1002 |
| 2. Gene Romero       | 924  |
| 3. Jim Rice          | 826  |
| 4. Dave Aldana       | 706  |
| 5. Dave Sehl         | 561  |
| 6. Jim Odom          | 557  |
| 7. Mark Brelsford    | 534  |
| 8. John Hateley      | 452  |
| 9. Don Castro        | 423  |
| Eddie Mulder         | 423  |
| 11. Kel Carruthers   | 420  |
| 12. Don Emde         | 409  |
| 13. Tom Rockwood     | 359  |
| 14. Cal Rayborn      | 349  |
| 15. Chuck Palmgren   | 280  |
| Keith Mashburn       | 280  |
| 17. Yvon DuHamel     | 266  |
| 18. Jody Nicholas    | 263  |
| 19. Dave Smith       | 246  |
| 20. Terry Dorsch     | 231  |
| 21. Dave Hansen      | 221  |
| 22. Ralph White      | 209  |
| 23. Rex Beauchamp    | 201  |
| Bart Markel          | 201  |
| 25. Mark Williams    | 197  |
| 26. Ronnie Rall      | 187  |
| 27. Walt Fulton      | 181  |
| 28. Duane McDaniels  | 154  |
| 29. Larry Darr       | 154  |
| 30. Sonny Burres     | 153  |
| 31. Roger Reiman     | 151  |
| 32. Dusty Coppage    | 145  |
| 33. Ron Grant        | 139  |
| 34. Cliff Carr       | 136  |
| 35. Charles Chapple  | 123  |
| 36. Gary Nixon       | 117  |
| 37. John Weaver      | 114  |
| 38. Royal Sherbet    | 111  |
| 39. Jess Thomas      | 109  |
| 40. Robert Winters   | 105  |
| 41. Mert Lawwill     | 103  |
| 42. Teddy Newton     | 98   |
| 43. Frank Gillespie  | 90   |
| 44. Dallas Baker     | 89   |
| 45. Larry Palmgren   | 86   |
| 46. Robert E. Lee    | 82   |
| 47. Nick Theroux     | 81   |
| 48. Frank Camillieri | 77   |
| Ron Pierce           | 77   |
| 50. Skip Van Leeuwen | 74   |

## Wirth Rapidly Becoming Ascot's Man to Beat

Photos by Dan Mahony  
GARDENA, CAL., Oct. 8, 1971 — Big Eddie Wirth and the Shell Motors Triumph won the final night TT race of the season at Ascot. This is the first time as an Expert that Eddie has ever won a TT final two straight times.

Wirth, after clocking the fast lap in time trials was upset in the heat race by the always tough to beat, Mike Haney. But the situation was reversed in the Trophy Dash and again in the final with Wirth coming on to win both and Haney taking second place.

Skip Van Leeuwen, not having his best year in TT racing, fell in the heat race, leaving the front two finish positions to two Juniors, Ron Moore and Rick Newby.

Then the Dutchman had to come from the back row of the Semi to earn a spot in the final, from the back to the win, in fact for about the fourth time this year. But engine troubles kept Skip out of the Dash and the final and the absent Terry Dorsch remains on top in the Expert point standings with perhaps one more TT to run this year which will be a daytime event.

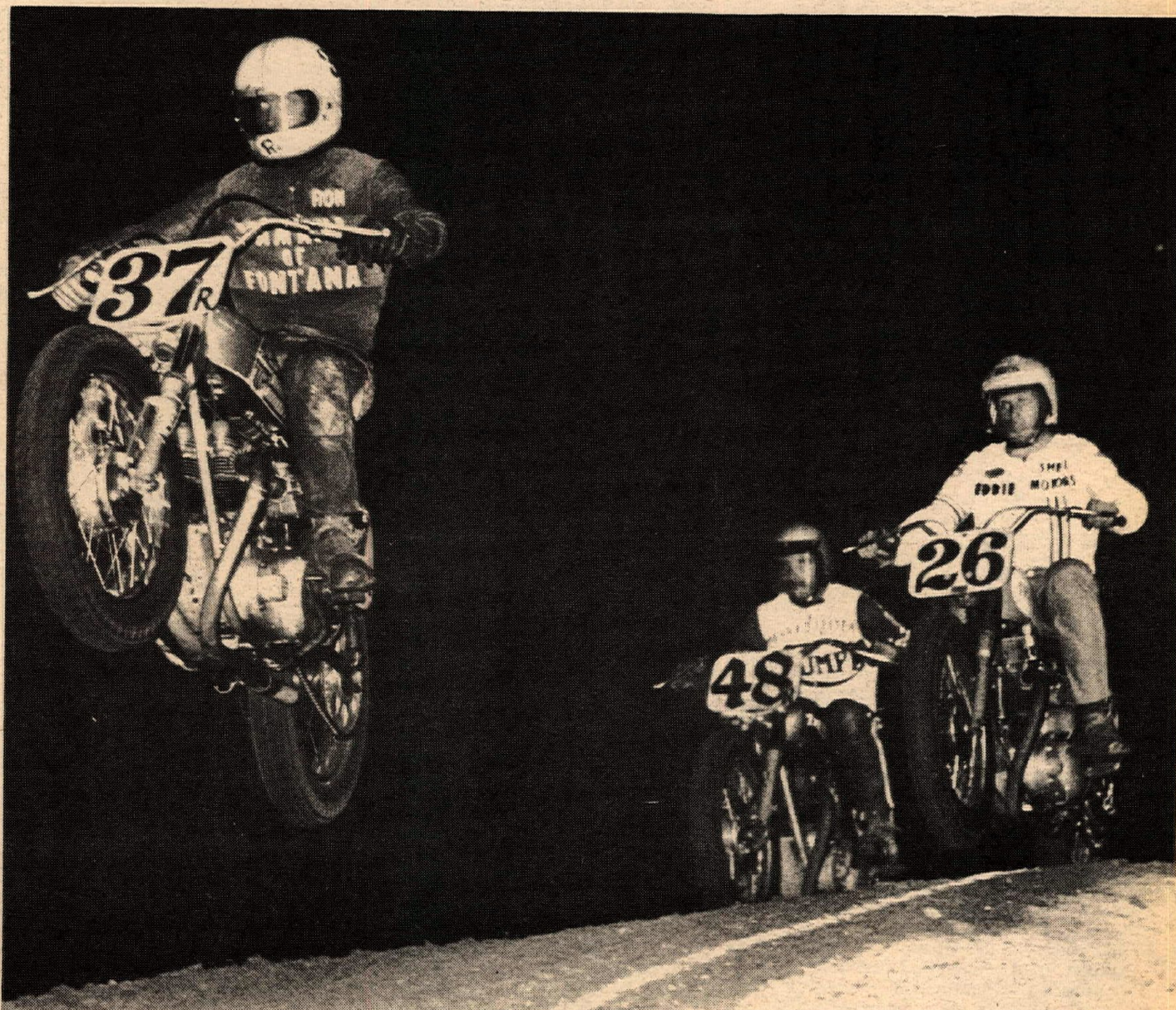
The big bike Main, one of the best this year, was a back and forth affair and a tough one for Wirth to win. Haney has been a contender all year but has been looking for more than one season for a chance to put it all together.

Washington's Steve Baker, the number one Novice in the Northwest this year, came to Ascot to try on the California 250 riders. A second row start in the heat race produced an eventual fifth place finish. Then in one of the lightweight semi-mains the fine Novice from the north grabbed his first Ascot win.

Then Baker ran up against Steve Nichols, the same Nichols that beat him in the heat race. Baker, in the semi, had turned in the fastest Novice four lap time of the night and Nichols had a challenger.

The two were the class of the first year field with Baker leading many of

(Please turn to page 27)



Ron Moore attempts to maintain his lead at Ascot's TT, but Eddie Wirth (26) eventually overtook him to win for the second consecutive time. Mike Haney (48R) went out the following night and picked up the TT win at Corona Raceway.



## Saddleback Hill Climb

By Rich Hoffman

IRVINE, CAL., Oct. 3, 1971 — The first hillclimb of the season was held at Saddleback Park today with approximately 50 entries trying for the top of the Matterhorn.

Overall winner of the vent was Frank Breckenridge who made it look easy as he managed to get his 400 Husky over the top several times during the day.

It wasn't so easy for many of the other riders as they crashed, spun out, and looped their bikes on the way to the top.

Ken Duttweiler (Mai) found the right groove in the 250 class. Second 250cc was Jon Martinson (Bul).

Although the smaller displacement bikes usually don't make it all the way up the Matterhorn, they try just as hard. This week's winner was Jack Holmes (Yam). Mark Broadhwad went higher than anyone else in the 100cc division. Saddleback Park's next hillclimb will be held November 28.

(Results on page 28)

## Corbett Regains Troy Spotlight

By Art Loya

SOUTH GATE, CAL., Sept. 30, 1971 — With his sights set on the 1971 championship, Dan Corbett once again proved too hot to handle Thursday night at Trojan Speedway by winning the 250 TT 20-lap Main Event.

But, however, sensational Corbett's performance may have been, it was Tom Doty and his Honda that stole the show by scoring wins over Bob Sanders in both the 100 and 125 TT Main Events. To prove that Doty's win in a near dead heat finish over Sanders in the 10-lap 100 TT Main was no fluke, Doty turned the trick a second time around, this time soundly beating the Whittier flash in the 20-lap 125 TT Main.

Sanders, forced to go winless in Main Event action, which in itself must be some kind of record, carried the pressure to Doty in both events with either rider a possible winner right down to the wire. In short, Doty had to produce a faultless winning effort. In the 100 TT Main Sanders trailed in fourth on the third lap, but in the next two laps moved in to challenge Doty. For five laps, Sanders looked for his opening, and on the final lap going into the north turn, it appeared as if he had found it when he moved alongside of Doty for the pass. In the process of lapping slower riders as they headed for the checkered, each rider had to go all out looking for racing room and with a final burst of speed from his Kawasaki, Sanders surged ahead of Doty, but only after hitting the finish line in a near dead heat.

On the final lap, Junior rider Morse Michael (Hod), spilled before the jump and was run over by Dave Lujan (Kaw). Michael walked away from his spill with only a few bruises.

During the running of the 125 TT heat race, Bob Brown (Hod), was involved in a multi-bike tangle and was taken to Downey Community Hospital with a possible fractured leg.

While going wire-to-wire for his victory in the 250 TT Main, Corbett was trailed by last week's F.T. Main Event winner, Rick Goade (Bul), and Craig Steigler (Bul). Chris Smith, who had to settle for fourth spot after his shift-lever broke on his Montesa midway in the race, dropped from third place to sixth at the midway point, but worked his way with an ailing mount back to fourth.

In the Junior class, it was Joe Brown (Bul) winning over Jesse James (Mon).

Semi-Main Event action in the 250 TT was dominated by Smith over Dan Jones (Bul), and Rick Isbell (Ossa). The ever-popular Buddy Race was won by the team of Jesse James (no kin to the legendary James boys), and Smith who had to come from behind to catch second place Joe Brown and Dan Jones.

All flat track events were cancelled due to unscheduled track maintenance being delayed and not completed by race time, but are slated to resume for the regular 30-event card in the next TT and flat track program.

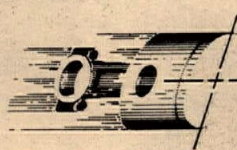
(Results on page 28)

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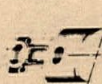


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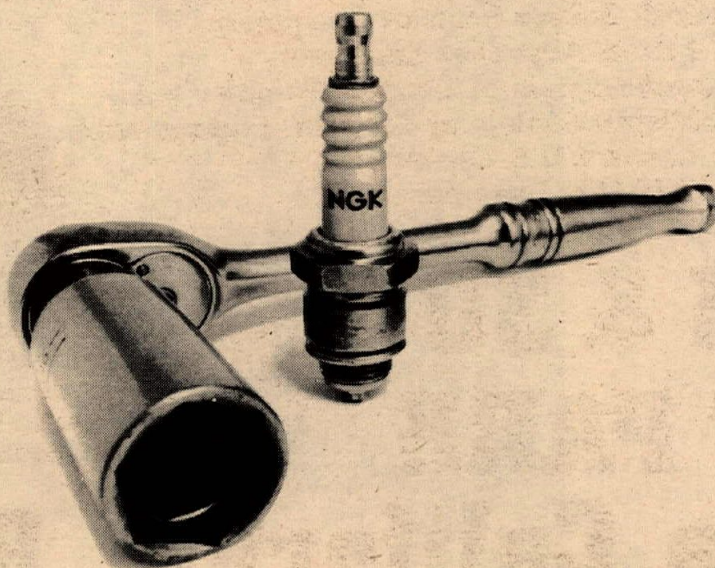
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# PESSY HELPED TO ASCOT WIN

By Eric Rais  
GARDENA, CAL., Oct. 7, 1971 — Jeff Wright was foiled in a bid for a pair of Expert class wins at Ascot Park Thursday night by the speedy riding of Dave Pessy and interference from an Intermediate rider.

Wright won the 125 Expert class over Tom Cook and Bill Payne. Cook won the last moto to gain second place, staying ahead of Wright all the way and

blocking Wright's every attempt at passing.

Dave Pessy won the 250 class with a pair of wins to Wright's one. Pessy led the first moto with Wright pushing him and unable to get even until the last lap. Wright made his move across the lake and got alongside Pessy only to find Intermediate Bruce Behar motoring along after getting up from a crash in last place. Wright was forced to slow

down and lost his chance to pass.

Perhaps Behar is to be commended for getting up after falling as often as he has since moving up to Intermediate but his indiscretion in not checking the leader's position possibly cost Wright a win as he and Pessy split the last two motos.

Behar rides a fast Montesa and has spent so much time on the ground lately he must feel like a pop-up target in a shooting gallery.

Dick McCormick had a good night for a change and took home third place money.

Payne was uncontested in the 500 Expert class, beating Bryan Lendl and Rick Baxter.

In 125 Intermediate action Tom Gutierrez dunked his front wheel in the pond and dropped way back but still managed a win. Gutierrez is very familiar with the full throttle position and has been known to get out of shape on the track.

Alex Posca was missing from the 100 Junior for the first time in months with starting problems on the line. George Collins topped the small bike field.

Mark Anderson, Chris Forbes and B. Kohler won the other Junior classes. Lynn Stokey ran into some bad luck in the 500 Junior class. He won both heats and was in third place when he fell on the last lap to end an evening of promise.

(Results on page 28)



Cliff Bean (110) shows Ron Bunn (12) and Brian Lendl how to take a turn — they mimic very well.

□□□□□□□□□□□□□□  
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For the first time top six European riders will ride 1/4 mile speedway in the U.S. Briggs and Mauger with 8 World Championships between them lead the pack! On October 23, Saturday night, a full European sanctioned speedway race will take place on Ascot's 1/4 mile dirt oval. Can the top US riders surprise the Champs? On October 30 a wild challenge. European long track racing on the 1/2 mile, headed by the new World long track champ on a special bike, Ivan Mauger. Can he beat the class C track record on his ESO fuel-burning bike? It's going to be hairy and fast. Don't miss either races. You won't get another chance until 1972.

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BERT HARKINS (Scotland) Captain of London Wembley team  
GEORGE HUNTER (Scotland) Captain of Glasgow, England team  
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and full program of Expert riders.

### Oct. 23 & 30

### ASCOT PARK

### Gardena, California. 8pm

PROMOTED BY: Trippe, Cox Assoc. in  
conjunction with International Speedway.  
INFORMATION: (213) 531-0479 or 0811  
15740 Paramount Blvd., Paramount, Ca 90723  
PRICES: General admission \$3.50, Juniors  
under 18 \$2, under 10 50c.  
ASCOT: At Junction Harbor/ San Diego Fwy  
on Vermont.



## M.O.R.E. (Cont'd. from page 5)

—AB 578, which will probably be signed into law, originally applied to all off-road vehicles but has now been amended to apply only to snowmobiles.

—AB 1551, which merely extended the provisions of Section 27150 to "motorcycles operated off the highways" was dropped by the author in favor of AB 2365.

—AB 2365, which was signed by the Governor on 24 August, is identical to AB 519.

—SB 1012, which has been sent to the Governor for signature, is identical to AB 519 and AB 2365, however it more elaborately defines the exceptions for organized racing and competition.

In an earlier paragraph, I stated that the problem with Section 27150 is that it leaves the determination of "unusual or excessive noise" up to individual interpretation. For this reason, I prevailed upon Assemblyman Chappie (who also authored AB 519 and who is anxious to correct the oversight) to introduce an amendment to AB 2342 which will make Section 27150 read:

"Every passenger vehicle operated off the highways shall at all times be equipped with an adequate muffler in constant operation and properly maintained so as to meet the requirements of Section 27160, and no muffler or exhaust system shall be equipped with a cutout, bypass, or similar device."

The purpose of this amendment is to require the use of a test procedure rather than relying upon individual interpretation of what is unusual or excessive. In that AB 2342 will (if approved) be signed by the Governor after AB 519, AB 2365 and SB 1012, its provisions will be final and will prevail.

AB 2342, in its most recent form, establishes an Off-Highway Vehicle Code. Within those provisions, two new Sections which deal with off-road vehicle noise have been added.

—Section 38280, which has the MIC's endorsement, prohibits the sale or offering for sale of a new off-road vehicle which exceeds these maximum noise limits:

A. Any off-road vehicle manufactured on or after 1 January 1972, and before 1 January 1973.....92 dbA.

B. Any off-road vehicle manufactured on or after 1 January 1973, and before 1 January 1975.....88 dbA.

C. Any off-road vehicle manufactured after 1 January 1975.....86 dbA.

—Section 38275, which reads:

(a) Every off-highway motor vehicle subject to identification shall at all times be equipped with an adequate muffler in constant operation and properly maintained so as to meet the requirements of Section 38280, and no muffler or exhaust system shall be equipped with a cutout, bypass, or similar device.

(b) The provisions of subdivision (a) shall not be applicable to vehicles being operated off the highways in an organized racing or competitive event upon a close course and which is conducted under the auspices of a recognized sanctioning body or by permit issued by the local governmental authority having jurisdiction.

On 24 August, the Governor signed AB 2364, which applies only to registered and licensed vehicles, including motorcycles, and which reads:

"It is unlawful for any person to sell, offer for sale, lease, install, or replace, either for himself or as the agent or employee of another, or through such agent or employee, any glass, lighting equipment, signal devices, brakes, vacuum or pressure hose, muffler, exhaust, or any kind of equipment whatsoever for use, or with knowledge that any such equipment is intended for eventual use, in any vehicle, that is not in conformity with this code or regulations made thereunder."

Fortunately, SB 693 was 'killed' early in the Session. This Bill would have allowed each and every city, county, community, etc., to develop and enforce its own vehicular noise standards as long as they were lower than those prescribed by the Vehicle Code.

So there you have a complete run-down on the motorcycle noise legislation. When you consider all of the anti-noise legislation which has been aimed our way, we should consider ourselves quite fortunate that we have fared as well as we have.

If you have comments or inquiries, please address them to the author, c/o M.O.R.E., P.O. Box 26062, Sacramento, CA 95826.



# PENTON: a very rare commodity

By Ron Schneiders

Creative force is a very rare commodity these days. The tendency is to have things initiated by committee, designed by computer and built on an automated production line. There was a Welsh poet named Dylan Thomas who defined creativity very well. It was the force, he said, "that through the green fuse blows the flower." First a bare green stem, then a stem with a flower on it. Whatever the creative force, it damned sure isn't a committee. Creative force used to be pretty common and we have a lot of leftover names to remind us of it. Names like Lockheed, Ford, Sikorsky, Bell, Eastman. Add to that the name of Penton.

When you think about John Penton there's a tendency to imagine a fairly big man. Many pictures that have been published show him forcing big motorcycles through swamps and streams and, somehow, he seems to be all over the machine. But in fact, he's fairly short, only 5'9" or so. His hair is cropped close to his head which is kind of round, and altogether he's not particularly impressive until he starts talking to you. You become aware of his eyes. They're honest. They look right straight at you and they don't waver. Every slightest change in your position you can see reflected in those eyes. You get the feeling that if you're not straight, you're going to be pretty uncomfortable around Penton. And if you don't get that feeling from his eyes, you surely will from his conversation. He doesn't mince any words about anything. When an employee does something Penton considers considers inexcusable, he tells anybody that happens to be in the area, "Well, we don't have to worry about him, he's not going to be around here much longer." Excommunication. Termination and death by firing squad are the victim's probable fate.

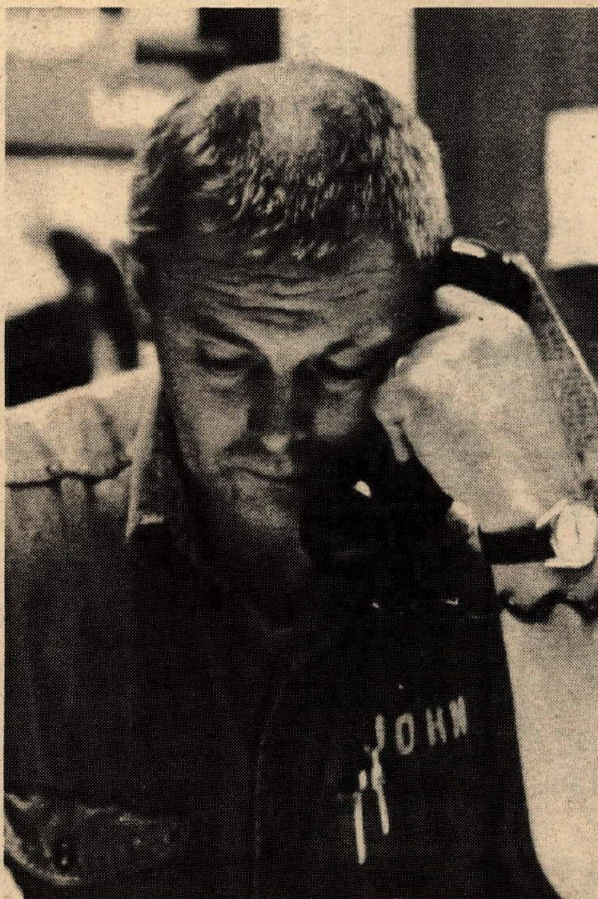
Penton lives in Lorain, Ohio, which is pretty near Amherst and not too far from Avon. That probably doesn't help you very much if you only have a very hazy idea of the location of Ohio, but it's important to remember if you're going to have any understanding of John Penton. Lorain is a little community on the edge of Lake Erie that's in danger of being swallowed whole by the megalopolis of Cleveland. It's good farming land, and John Penton, along with a dozen or so other Penton's, started out as farmers. John's pretty proud of that heritage. It means something to him in terms of values and, even though he's now a businessman who quite frequently travels to Europe and who makes deals with Sachs and Champion Spark Plugs, he still clings tenaciously to his farm origins. Most visitors to his place sooner or later get a tour of his peach orchard and the old town spring.

When you're around John Penton you don't always know whether he's trying to make sure that you get a true impression of him or whether he's trying to keep his own life in perspective. Probably it's a little of both. When he talks about picking peaches and building mud-running motorcycles down in a shed, you know that consciously he's at least trying to convey an up-from-the-log-cabin image that he feels is the real him. But at the same time you might get the feeling that he's telling himself that "Here's where it's really at. The land. If this whole silly business folds up, I can still make it. I can still survive. The peaches and the water and the land are me and they're real." It's not the way he'd put it, I'm sure, and it might be nonsense, but I don't think so.

His business, though, is not likely to fold up. Like most things about John Penton, it's direct and simple. When he started, he took for frame of a little trail model motorcycle and added things to it until he had an enduro bike. A small firm in Austria, KTM, built some of the things and bought the rest (including the Sachs engine), assembled the whole thing, and shipped it over here to Penton. It turned out to be an excellent motorcycle, but like any bike, it had its share of problems. Some could be solved, others couldn't. Penton had the KTM factory hop up the Sachs engine before installing it. He reasoned that enduro and motocross contestants needed every bit of horsepower that they could reliably extract from a given size engine, so why not give them what they needed right out of the box?

The first problem created by this approach was a mass of broken magneto flywheels. It seems that the Bosch flywheel will run forever in the mildly tuned stock Sachs engine, but get a couple thousand more rpm out of it and the magneto goes bye-bye. As soon as it became evident that there was going to be a recurring problem, Penton started figuring ways to solve it. First he tried welding the broken flywheels and returning them, but that didn't always work. Sometimes the welding process warped the piece. Then he discovered a method of welding that worked and he was able to do batches of them at a time, so he set up an exchange program with the dealers. They sent broken flywheels and he sent them back reworked ones the same day. On some bikes he started welding the flywheel before it was ever sold as a preventative measure.

Frames broke on some bikes. Penton replaced them free of charge, one after another. Right now, even though his new model is completely into production, Penton still has a big stock of the old frames to be used as replacements. This sort of practice has paid off. At the recent Jack Pine enduro, participation of bikes by brand was: Yamaha - 108; Husky - 98; Penton - 85; Bultaco - 51; and many others with lesser numbers. This is a fascinating statistic. One Japanese manufacturer who was represented by 39 motorcycles in this classic enduro



could easily buy Penton's entire operation with their advertising budget. Penton's reputation in the East is as solid as Mount Rushmore.

Of course repairing flywheels and replacing frame is an unprofitable stop-gap measure which had to be stopped as soon as possible, but the solution required a lot of money which in turn took time to raise. It was done, however, and the result is a practically new motorcycle from the wheels up. Everything Penton has learned went into the new bike. The geometry is a bit different (more rake) and the wheelbase is different (longer) and the forks are different (the large model Cerianis). The frame is now made of Chrome-moly tubing, heavily gusseted in spots. The engine sits lower, and so on.

Getting things done right is Penton's particular form of creativity. When a problem comes up, it's first attacked in Penton's Research and Development facility. He, service manager Doug Wilford, and any of the boys that are around start on the particular problem and beat it into the ground, trying one solution after another and spending endless hours testing. When a good solution has been found Penton goes to Europe with it, to KTM, and presents it to them. Generally this is not a festive occasion. German engineers are inclined to think that they are the best in the world and that anything designed by them is not likely to be improved by anyone, least of all an American. If a German engineer's watch stopped, he'd check to make sure the sun was still moving before he checked his own watch mechanism. "I pound on the table and shout in English and they

shout back in German," says John. The result usually is a change in the next batch of Pentons that come over. "When they're really stubborn, I tell 'em that that's the way Puch does it!" John adds with a grin. Puch and KTM are both neighbors and competitors, but friendly doesn't exactly describe their relationship.

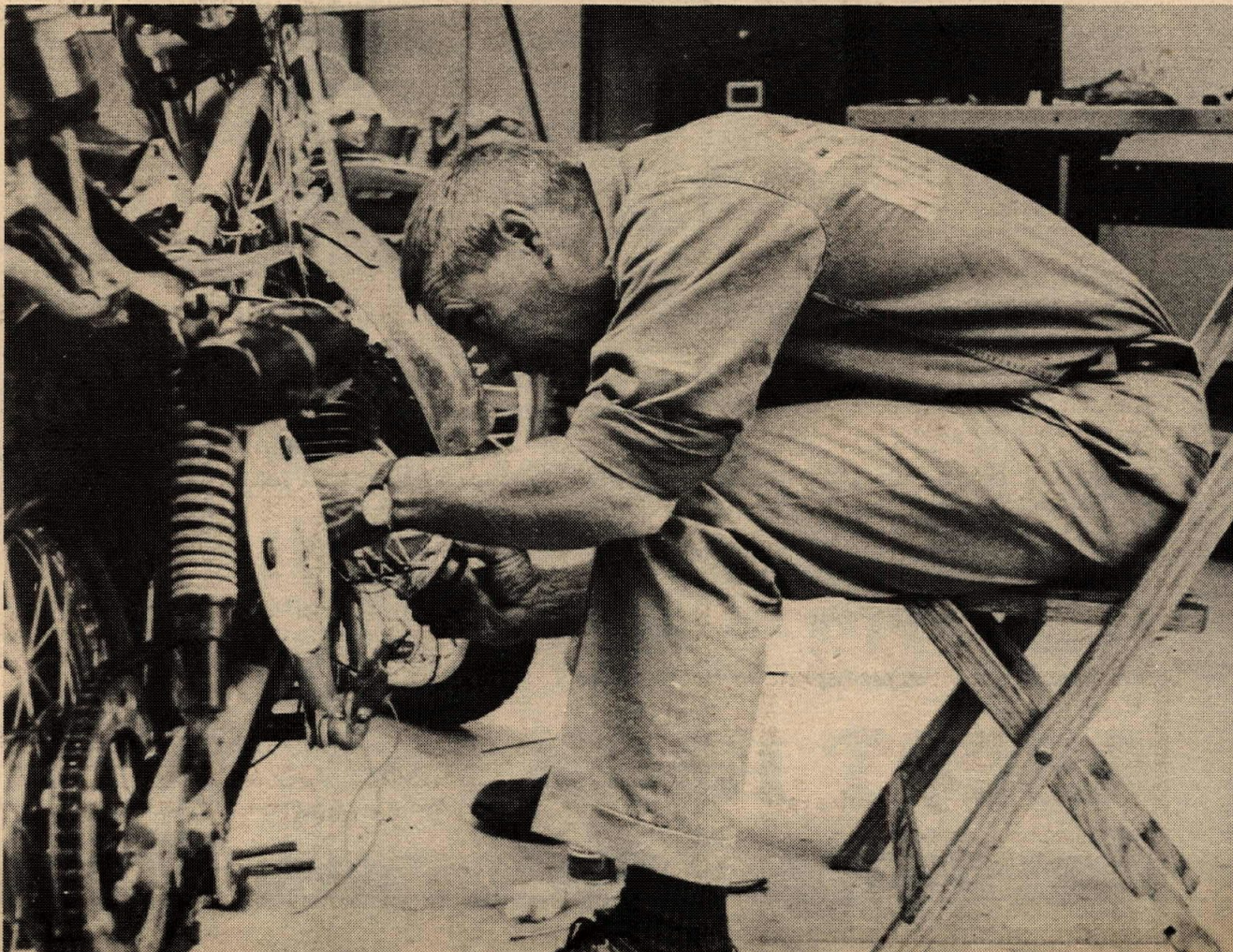
Penton the motorcycle manufacturer is a relatively new phenomenon but Penton the enduro winner is not. Penton has ridden the Jack Pine Enduro 25 times and trophied 21 of those times. That's about 10,000 enduro miles on the Jack Pine alone. Now consider the other 51 weekends in each of those 25 years...The amount of experience is staggering. With that much experience Penton is well entitled to think he knows quite a bit about enduros and enduro machines and with the solid success of his motorcycle in the East, it becomes quite evident that the title is not paper. Southern California, though, has yet to accept Penton. And vice versa.

Penton established a distributorship here a few years ago. Since that time it's gone through several changes of management. The distributor has put Penton motorcycles in some fairly important shops and generated a fair amount of publicity, but it hasn't sold many motorcycles. Part of the reason is that much of the California riding is desert riding and the older model Penton didn't handle particularly well in the desert. But that's not the whole reason. There are plenty of bikes that handle much worse that have become successful. If a bike is considered to be basically sound, then making it handle is at worst a matter of some work with a welding torch and some new components. The real reason is more psychological.

Californians, particularly Southern Californians, have a tendency to dismiss anything that happens east of the Nevada border as unimportant. Thus Penton's credentials are somewhat suspect. The attitude is, "Sure he's won a bunch of those Eastern enduros, but has he ever won the Greenhorn?" and Penton's attitude is something like, "If they ever hold a real enduro in California, I'll win it." He regards the Greenhorn as a rather boring trail ride followed a month later by a lottery which determines the winner. "California thinks it's the center of the universe," says John. And that clearly conflicts with the known fact that the center of the universe is somewhere in the vicinity of Lorain, Ohio.

In Southern California the accepted method of selling competition motorcycles is to find a hot shoe, put him on your bike, and give him \$50 or thereabouts for each win he can produce. Naturally, the worse the motorcycle, the more concessions the distributor is going to have to make to get wins. Penton, however, doesn't sponsor anybody, as a matter of principle. It's kind of a keep-sportsman-racing-for-sportsman idea. And then too, he thinks his motorcycles are good enough so that the better riders will automatically buy them just to keep the competitive edge. That's apparently what happens in the east. Here it's probably just wishful thinking, but I for one kind of like the idea.

Many people would consider John Penton to be very old fashioned. He believes in hard work as a way of life, and he's no hypocrite. He's up doing various chores every morning before 6 a.m. By 9 a.m. or thereabouts, he's at business and he works there all day. After dinner, it's usually back to the research lab to work on the bikes, often until midnight. He doesn't sleep much and hasn't much patience with





# these days

those who do. "Why do you want to sleep so much?", he's fond of saying, "Your body can only use so much and you can't store it up."

A first impression of Penton is that of a man whose whole life is motorcycles, hard working, opinionated, almost obnoxiously conservative, a bit coarse. As you're around him more, you become aware of a sense of humor that takes the hard edge off. You hear him talk about things other than motorcycling, like the Kennedy family (he admired John but considers most of the family to be completely worthless) and "permissiveness," one of his pet hate words. Standard conservative clap-trap with the intellectual depth of an oil slick. You might expect him to be pretty bigoted as small town conservatives usually are, and he surprises you right out of your socks. "I don't speak German, why should I expect him to speak English?" he says of one of his German associates.

A few months ago John Penton found out that he was going to manage the first official American Trophy team in the coming IDST, so he set up the team, arranged for the bikes, the supplies, the transportation and all the million and one details that such an effort entails. Not only that, but a week before, he sent most of the trophy team to Canada for a practice trials, while a couple of others went to the Jack Pine enduro. His son Jeff was hurt at the Canadian event and wouldn't be able to attend the IDST. Penton, disappointed but not panicked, arranged a replacement. The team went over and collected a fourth place, better than we have ever done before by several light-years. And they used the virtually untried new Penton motorcycles, two of them with the completely new 175cc KTM engine. It's performance like this that has gained Penton enormous respect among people who know something about the sport of competitive motorcycling.

Not everyone who respects Penton likes him. Even without some of his less endearing qualities, he is far too successful to be liked by the chronically unsuccessful. But then not everyone likes good motorcycles.



## Escape Country Invites Dealer Participation

ORANGE, CAL., Oct. 1, 1971 — Orange County's newest motorcycle recreational park, Escape Country, is contacting Southern California dealers with the offer of a co-op promotional advertising campaign to publicize both the park and the dealership.

"We want to offer the dealer a unique method of advertising his dealership, selling dirt bikes, and making people aware of what we offer at Escape Country," said Larry Huffman, Public Relations Director of the 1000-acre facility.

"When a customer buys a dirt bike at a participating dealer, he receives, free, a month's passport to Escape Country. The dealer cost for this participation is

### CALVIN FIRM TO IMPORT JAWA-CZ

American Jawa Ltd. of Plainview, New York, recently announced that Clint Cavin Enterprises of 2424 Pike Avenue in North Little Rock, Arkansas would import and distribute its line of motorcycles in a five state area to include Arkansas, Louisiana, Mississippi, Texas and Oklahoma. The firm will import motorcycles and related accessories at Baton-Rouge, Louisiana and distribute from its warehouse in North Little Rock, Ark. In addition to the Jawa-CZ, line of motorcycles the firm also markets a complete line of cycle trailers and accessories.

### MOTORCYCLE HIGHWAY USE STUDY COMMISSIONED BY AMA

The AMA has commissioned a study on motorcycle highway use to be conducted by an independent research firm. The study is being undertaken as a part of an effort by the AMA to have New Jersey's Garden State Parkway opened to motorcycles. The Garden State is the only public thoroughfare in the United States barring motorcycle traffic since the AMA assisted in a court case that lifted a similar restriction from the Atlantic City Expressway a year ago.

extremely nominal and we invite those interested to contact us directly. We hope to kick off advertising on Oct. 15th. Response so far has been tremendous — but we need more dealers," explained Huffman. "Present advertising plans call for use of Los Angeles television to promote the plan." Interested dealers may contact

Huffman or Theresa Travis, Director of Marketing for Escape Country, at 714/586-7964. Escape Country is located 13 miles east of the San Diego Freeway at El Toro Road in Orange County. In addition to motorcycle riding, the park also offers overnight camping, swimming, picknicking, and fishing.

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# PPers: Learning the hard way

By David Swift  
SIMI, CAL., Oct. 9, 1971 — Pity the poor Powder Puffers. Their events are always tucked away somewhere on the program and spectators figure it's time for a hot dog. Their races are often always quite short; just long enough to keep the girls happy. And male counterparts don't even flirt with them in the pits afterwards.

Some Powder Puffers are caught in the dilemma of being bored with their own competition yet are afraid to be on the course with the men.

Says Nancy Payne, wide-eyed, "Some guys will pass you *anywhere!*"

Payne is 17 years old. She won the first race she ever rode, has since broken her foot, and has ambitions to become a professional. Today was her fifth race.

Besides Payne, there were three other competitors for the Powder Puff honors, not including the one who busted her handlebars in practice: Charleen Higgins, Mary Harnish, and Pat Strick. The rest of today's motocrossers were getting 25-minute motos, worth about a dozen laps, but our four damsels got a mere five the first race.

Higgins, who has been doing well at Indian Dunes amongst the boys, took a strong lead before she loaded the carby trying to get uphill. Payne and Strick passed her proceeded to do battle. Strick just about to put it to Nancy when she bobbed and fell, turning her britches (which were a pleasant reminder of her femininity but hardly the hot set-up for racing) to kite-tail material. Meanwhile, Harnish busied herself motoring around Rough Rider's fine course, picking the good lines and cowtailing in general.

"I don't like to go as fast as I did last year," said the experienced Yamaha rider later. "I probably won't race at all next year. I just like to make it fun for the guys — cleaning off their plates when they're on the line and things like that. It may not be much but I like it."

Payne won the moto with Higgins, a half-lap back, taking second. Strick went to find a new pair of pants.

Several hours later Pat and Charleen came to the line for their final moto. Mary wanted to sit it out and Nancy was off looking for a glove. There was no waiting around for her. The flag was thrown even while Charleen was busy wiggling into her own gloves. Pat jumped into a temporary lead. Payne joined them a lap later only to find it was her last lap. Higgins and Strick had a nice race for a moment with Charleen winning the abbreviated two-lap test.

The Puffers didn't complain except about themselves and their machines, except for Nancy.

"I tell you, we always... they... we get so..." She couldn't find the right words since Dad was standing right next to her. She was robbed of a win, she felt, because the race was started too soon and was even more miffed for having spent all day to race just a few laps.

District 37 referee Dick Camp talked Nancy out of a protest but it took a lot



Charleen Higgins...



Tony Rogers was the fastest of all.



...and Nancy Payne: they're just Puffers for now.

of talking. Still, she wants a lot of changes made. She's afraid to race against the boys, yet that seems to be the only answer if she wants to become a fine competitor.

Charleen Higgins said, "I used to think that boys were out to get me. This year the girls are going much faster so most of that is gone."

Some girls will always like to be known as "Powder Puffers" but Higgins and, most assuredly, Payne would like to be a top racer, not a top woman racer.

Tony Rogers, a male 250 Amateur, won both 250-500 Am/Ex motos by

giant margins. Second-placer Randy Berkeley had a heated duel with eventual 500 class winner Steve Rauch in the first moto and with Rogers in second. He won the former, last the latter.

Cycle Products Unlimited was out pushing their new all-Junior team. Ken James was doing fine, winning the first Open Novice moto and charging hard on leader Tom Kelsey in the second. James made some great drives and finally over-extended himself onto the ground. Kelsey was the eventual winner, James took second.

(Results on page 28)

## The Three R's



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After you've graduated from readin', 'ritin' and 'rithmetic and are ready to learn something about motorcycle racing, study Romero, Rice and Rayborn.

Study Gene Romero, Grand National Champion. Watch his riding style. Aggressive. Confident. A charger. Equally at home in any kind of racing. Note his leathers. Bates. He's a professional in every respect.

Study Jim Rice, winner of more dirt track nationals in 1970 than any other rider. Watch his style, where he sets up, the groove he takes, when he drafts, when he puts a wheel in. He too wears Bates Leathers.

Study Cal Rayborn, considered by many as the best road racer in America today — maybe the best ever. Watch him in a controlled drift. Talent

and guts to spare. Fastest man on the salt, too. Cal looks trim and comfortable in his Bates Leathers.

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# HANEY HOLDS OFF

CORONA, CAL., Oct. 9, 1971 — Mike Haney is known as a "Chaser", not of women but of other Expert riders in TT events. He has tried his hand at half mile racing and motocrossing but his first calling has always been the tough TT tracks in Southern California.

After chasing the winners for more than a couple of seasons he finally put a night of racing all together and scored from start to finish against some of the best TT talent in the nation on one of

the best courses in the land.

Mike and his self-tuned, self-sponsored Triumph got rolling by taking fast time honors. Then a perfect start off the line in the heat race brought him a win over Oregon's Mark Williams who has more TT wins than any four riders put together.

Then Haney met Eddie Wirth for the first time in the Dash. Wirth had also won his heat race and had defeated Mike three straight times the night before at Ascot. Again it was Haney

## A VERY BUSY MAN

On Friday, Oct. 8, Roxy Rockwood represented the Motorcycle Industry Council (MIC) at the Claremont Hotel in Oakland, Calif. Rockwood was on hand for the Department of Transportation "Survival 71" traffic safety seminar.

The DOT had selected nearly 150 students from high schools in all of the 50 states to attend the two day meeting on traffic safety within the ranks of the high school students.

Rockwood, assisted by Ken Luehmann from American Honda, put

### ONTARIO SCHEDULE

#### TUESDAY, OCT. 12

9 a.m. — Registration at Gate No. 8 ("G" Street entrance) ALL CLASSES — EXCEPT MOTOCROSS.

10 — Tech inspection and garage area open to all registered entrants.

4 — Registration and tech inspection closed. MANDATORY ROLL CALL rider meeting in the garage area.

5 — Garage closed. All personnel must leave.

#### WEDNESDAY, OCT. 13

7 a.m. — Garage open to all registered entrants.

9 — Registration at Gate 8 All classes except motocross.

9 — Tech Inspection Open; Expert and Junior practice for Lightweight and Heavyweight machines.

9:40 — Novice practice.

10 — Expert and Junior practice for Lightweight and Heavyweight machines.

11 — Expert and Junior practice for Lightweight and Heavyweight machines.

11 — Novice practice.

Noon — TRACK CLOSED. TECH INSPECTION CLOSED.

1 — Tech Inspection Open. Expert and Junior practice for Lightweight and Heavyweight machines.

1:40 — Novice practice.

2 — Expert and Junior practice for Lightweight and Heavyweight machines.

2:40 — Novice practice.

3 — Expert and Junior practice for Lightweight and Heavyweight machines.

3:40 — Novice practice.

4 — Registration closed. Tech inspection closed.

5 — TRACK CLOSED.

2 a.m. — (Oct. 14) GARAGE AREA CLOSED. ALL PERSONNEL MUST LEAVE.

**THURSDAY, OCT. 14, 1971**

7 a.m. to Noon — Same as Wed. schedule.

Noon — Registration closed — ALL POST ENTRIES FOR ROAD RACE EVENTS CLOSED AT THIS TIME. Pre-grid tech inspection for qualifying races open.

1 p.m. — First Expert 5 lap qualifying race.

1:30 — Second Expert 5 lap qualifying race.

2 — First Junior 5 lap qualifying race.

2:30 — Second Junior 5 lap qualifying race.

3 — First Novice 5 lap qualifying race.

3:30 — Second Novice 5 lap qualifying race.

4 — First Expert-Junior Combined Lightweight 5 lap qualifying race.

4:30 — Second Expert-Junior Combined Lightweight 5 lap qualifying race. Tech inspection closed.

5 — TRACK CLOSED.

2:00 a.m. — (Oct. 15) GARAGE AREA CLOSED. ALL PERSONNEL MUST LEAVE.

**FRIDAY, OCT. 15**

7 a.m. — Garage area open to all registered participants.

9 — Registration open to Mechanics and Motocross only; Expert and Junior practice Lightweight and Heavyweight machines.

9:40 — Novice Practice.

10 — Expert and Junior Practice Lightweight and Heavyweight machines.

10:40 — Novice practice.

11 — Expert and Junior practice Lightweight and Heavyweight machines.

11:40 — Novice practice.

Noon — TRACK CLOSED. FINAL TECH. INSPECTION FOR NOVICE AND JUNIOR RACES.

1 p.m. — Novice Final race.

3 — Junior Final Race. Tech Inspection Closed.

4 — Registration Closed.

2 a.m. — (Oct. 16) GARAGE AREA CLOSED. ALL PERSONNEL MUST LEAVE.

### SATURDAY, OCT. 16

7 a.m. — Garage area open to all registered participants.

9 — Registration open to all mechanics and Motocross only; Practice for Expert and Junior Lightweights and Heavyweight machines.

10 — TRACK CLOSED. Final Tech Inspection for the Expert-Junior Combined Lightweight race.

10:30 — Registration closed.

11 — Expert-Junior Combined Lightweight race.

Noon — TRACK CLOSED.

1 p.m. — Motocross practice in Motocross area.

2:30 — Motocross races.

2 a.m. — (Oct. 17) GARAGE AREA CLOSED. ALL PERSONNEL MUST LEAVE.

**SUNDAY, OCT. 17**

7 a.m. — Garage area opened to all registered participants.

9 — Expert practice — Heavyweight machines only; Registration open for Mechanics only.

10 — TRACK CLOSED.

11 — Registration closes. Final Techn Inspection for Expert race.

Noon — NATIONAL CHAMPIONSHIP RACE.

2 a.m. — (Oct. 18) GARAGE AREA CLOSED. ALL PERSONNEL MUST LEAVE.

on a safe rider demonstration, pointed out the problems facing the industry due to lack of organized programs in the schools, showed how, with proper instruction, simple and safe learning how easy riding can be, and conducted a question and answer session with the interested group.

Also on hand, representing auto racing, was Joe Leonard, Al Unser, Marie Andretti, Dan Gurney, Parnelli Jones and Mark Donohue.

Roxy then flew back to Los Angeles and headed for Ontario Speedway where he taught a large group of press writers how to ride motorcycles. For most it was their first time on a cycle.

On Wednesday night, October 13th, Rockwood will be a guest on the "Merv Griffin Show" a nationwide TV talk show (CBS) discussing motorcycle riding and safety, plus the up coming Ontario National road races this weekend. Rockwood is safety and PR director for BSA and Triumph.

(Cont'd. from page 1)

## ONTARIO

Castro showed signs of becoming a road racer last year but has yet to put together a good showing this year.

Triumph has all that it takes and excellent mechanics to back up the riders. Points are at stake for three of the four members of the team and that will be an added attraction for the blue and white. A BET ON THE TRIUMPH TEAM AT 10 TO 1 MAY BE A WINNER.

### THE TRIUMPH TEAM:

- 1 Gene Romero
- 5 Don Castro
- 9 Tom Rockwood
- 10 Gary Nixon

### THE YAMAHA TEAM

Yamaha and their 350 two stroke twins are super-thin this season and really have only one rider to push for the win. That, of course, is Australian, Kel Carruthers.

Like Kawasaki, Yamaha has not stated for the public that they have a team this year. But factory supported riders abound about the old racing room in Buena Park and many dollars have been spent to win in road race nationals.

Carruthers knocked off a national road race this year at Atlanta, the first and only one for the Yamaha 350. Back of Kel are many dirt track riders who double as road racers without too great a result.

Jimmy Odom showed promise early this year but is out with injuries and will watch the Ontario event from the stands.

So it all rides with Carruthers, a rider with 17 years of road racing experience against every top rider in the world. He has a machine that is as reliable as any Yamaha ever built. But whether Kel can carry the lead by himself for 250 miles is a big question. He has finished inside the first ten five out of six times and has been a contender all the way in the shorter 100 mile races, but not for 200 and over. Carruthers is a darkhorse favorite. A 35 TO 1 CHANCE, BUT YOU ONLY GET ONE RIDER.

### THE YAMAHA RIDERS:

- 8 Chuck Palmgren
- 15 Dave Smith
- 19 Keith Mashburn
- 21 Dusty Coppage
- 73 Kel Carruthers

### TAKING A LOOK AT THE FOREIGN RIDERS:

The Ontario 250 miler will host the most foreign riders to ever compete in an American national championship event.

In the fold are the three riders that have won the world 250cc



# CORONA TT CHARGE

with Wirth taking a backseat second.

TT Main Events at Corona have proven to be close, closer and better than just about any TT track you can name. The new course has been a winner with both riders and fans since it was built just a few short weeks ago.

Wirth was ready and waiting and riding a two in a row win streak for Ascot. Eddie beat Mike to the first turn and the battle was on. Skip Van Leeuwen was also in the act after taking fourth in the heat race and first in the semi.

The three charged to the front and put on a show for the entire 15 laps. Haney kept trying for the lead and was never more than a couple of lengths back of Wirth, who finally miscued on lap six and dropped back to a close second.

With two laps to go Van Leeuwen edged by Wirth to take over second and all three riders were still trying to decide who would be the winner at the end of the last lap. But it was Haney for the first time and a well deserved win.

California's Steve Nichols and Washington's Steve Baker picked up their private duel once again in the Novice division. Nichols won his heat race and Baker fell off trying to win it. Steve then got back up but had to go to the semi. There, for the second straight night of TT racing, Baker clocked the fastest lightweight four lap time of the program.

In the final it was Ron Powell and not Baker who gave Nichols the run for the money.

The two rode side by side from start to finish with Powell taking the lead away from Nichols on two occasions.

The bar to bar duel went down to the flag but it was again Nichols and the Pete Pistone Bultaco for the second time in 24 hours.

Baker worked his way up from the back of the pack but ran off the course in the early laps. Back on and with some smooth riding an eventual third place finish but not a contender for the win.

A change in plans for this coming Saturday night finds Corona running a half mile. The event, the night before the Ontario 250 mile National road race, will find the promoters posting over \$2,000 for the half milers. The track is about ten minutes from Ontario so if you are at "The Big O", stop down as the oval is also an action track like the TT course.

The final cycle race of the season will be a TT on Saturday night, Oct. 23rd under the lights. This event will also find an added purse, over and above the normal guarantee and percentage.

(Results on page 28)

## Ascot TT (Cont'd. from page 19)

the laps. But Ascot experience paid off as Nichols, switching from Yamaha to Bultaco, grabbed the win with Baker a strong second on a Yamaha.

Ascot runs their final night half mile of the season this coming Friday night. More than \$2,000 has been posted and will lure back all of the Californians, plus many out-of-state riders that will also be on hand for the Ontario events. One or two more half miles are planned but will be run under the sun, instead of the lights. Half mile race time at Ascot this Friday night will be at 8:30 p.m.

(Results on page 28)

# ROAD RACE PREVIEW

championship the last three years in a row. All three will ride the big bikes in the "Champion" National 250. England will have the largest representation, then Australia and New Zealand.

**ROD GOULD:** The 1970 World FIM 250 champion who competed at Daytona two years ago. A fine road racer, who missed winning the 250 world title again this year at the final race of the season in Europe. Gould will ride both Saturday and Sunday and will be Yamaha mounted, backed by the Yamaha factory in Japan.

**PAUL SMART:** Smart rode a Triumph to a new track record at Daytona in his only previous appearance in the USA. The many time British Isle champion has high regards for a course such as Ontario. Paul led Daytona for the first 100 miles before dropping out. Until that time he had it won. Paul will switch from Triumph to Norton for the Ontario event — if the works Norton arrives from England in time. One of the best short course riders in the world.

**JOHN COOPER:** The new sensation in England is heading for Ontario and a first time appearance in America. The 33-year-old rider has defeated Agostini the last two times in a row, both record breaking rides and both times Ago was second, after leading. Cooper is a six times British champ in the 250, 350 and 500 class. He will ride a BSA Rocket three, the same machine he used to beat Agostini with in the past six weeks. Another great short course rider. Cooper and Mann on the same team!!! Fantastic.

**GEOFF PERRY:** The young New Zealand rider returns to join up with the Suzuki team once again. He has twice competed at Daytona and is the number one road racer in New Zealand this year. Recently won the Grand Prix of Hong Kong for the second straight year. Next to Carruthers, Perry is the best from down under.

**BARRY SHEENE:** Only 20 years old and already the talk of Europe. Just missed becoming the youngest rider to ever capture a world title. He finished second in the FIM 125cc World Standings after leading most of the season. He rides all classes. Rides for Suzuki factory in Europe but will ride a Yamaha at Ontario. Has raced nearly every week this year and is rated as the best newcomer in Grand Prix racing in Europe. From England.

**GINGER MOLLOY:** Has been racing all of the AMA road race nationals this year. The New Zealand resident finished second to Agostini in the world 1970

500cc point standings. Is the only rider to ever defeat Kel Carruthers in 250cc racing in the finals in America. Molloy will ride a Suzuki for the first time.

**BERT CLARK:** A Canadian who has been racing in Europe all this season and living in Yorkshire, England during '71. Finished fourth at the Isle of Man in the new 750cc class. Clark rides his first AMA race and will ride a Yamaha for the Deeley based Canadian team.

**PHIL READ:** The Englishman returns to the USA for the second time. Read is the new World 250cc Champion, taking the title from Gould in the final race this year. Read is one of the truly great racers in world competition and became the first to capture a title on privately backed equipment. A controversial and often out-spoken rider who can back up what he says. Drives his Rolls Royce to many of the events in Europe. Still has not officially designated what he will ride but it should be a Kawasaki 500 three.

**CLIFF CARR:** A native of England now living in the Eastern United States and racing AMA national road races. Carr defeated Carruthers earlier this year in a 250cc heat race, stopping the undefeated string of the Aussie. Carr has many races under his belt in England and will ride a Kawasaki in the 250 miler on Oct. 17.

### THE LINEUP:

|                   |             |     |
|-------------------|-------------|-----|
| 6 Rod Gould       | England     | Yam |
| 12 Paul Smart     | England     | Nor |
| 28 John Cooper    | England     | BSA |
| 34 Geoff Perry    | New Zealand | Suz |
| 39 Ginger Malloy  | New Zealand | Suz |
| 40 Barry Sheene   | England     | Yam |
| 43 Bert Clark     | England     | Yam |
| 44 Phil Read      | England     | —   |
| 73 Kel Carruthers | Australia   | Yam |

**SUMMARY:** That's the lineup for the Americans and the foreign riders. It has to make the Ontario Champion Sparkplug Classic a true "Classic" in any book. The unique new first time system of having a 45 minute "Halftime" will add flavor. Over \$100,000 is at stake, plus the Grand National title decision between three riders.

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|                        |      |   |      |
|------------------------|------|---|------|
| 1. J. N. Roberts       | 4    | E | 2630 |
| 2. Richard Thorwaldson | 2    | E | 2305 |
| 3. Tom Muto            | 6    | E | 1830 |
| 4. Art Knapp           | 17   | E | 1807 |
| 5. Geo. Walker         | 11   | E | 1647 |
| 6. Bill Saltzman       | 33   | E | 1569 |
| 7. Bill Bogner         | 886  | E | 1445 |
| 8. John Knebel         | 888  | E | 1437 |
| 9. Charles Kurnutt     | 109  | E | 1235 |
| 10. Morris Norman      | 18   | E | 1156 |
| 11. Richard Kendall    | 58   | E | 1044 |
| 12. Dean Hammonds      | 104  | E | 1019 |
| 13. Rolla Teneyck      | 120  | E | 1000 |
| 14. Mike Patrick       | 53   | E | 975  |
| 15. Jerry Jones        | 47   | E | 894  |
| 16. Ralph Garrett      | 45   | A | 885  |
| 17. Tom Clodt          | 111  | A | 872  |
| 18. Bruce Dunford      | 5    | A | 840  |
| 19. Jim Erickson       | 35   | E | 839  |
| 20. Danny Kline        | 26   | E | 798  |
| 21. Gus Paull          | 342  | E | 747  |
| 22. Bill Walter        | 25   | E | 742  |
| 23. Mark Wright        | 204  | E | 729  |
| 24. Frank Russo        | 8    | E | 724  |
| 25. Richard Richardson | 832  | E | 703  |
| 26. Pete Colbert       | 42   | E | 672  |
| 27. Dick Breker        | 907  | E | 668  |
| 28. Whitey Gregory     | 30   | E | 665  |
| 29. William Waters     | 19   | E | 663  |
| 30. Paul Crawford      | 105  | E | 647  |
| 31. Gene Smith         | 88   | E | 630  |
| 32. Joseph Kulek       | 75   | E | 630  |
| 33. Gene Kicenski      | 159  | E | 629  |
| 34. David Hernandez    | 55   | E | 615  |
| 35. Joe Krogstead      | 97   | E | 605  |
| 36. Robert Johnson     | 143  | E | 599  |
| 37. Mike Mulconery     | 91   | E | 595  |
| 38. Ronald Hall        | 48   | A | 586  |
| 39. Woody Schamel      | 231  | E | 583  |
| 40. Terry Davis        | 41   | E | 567  |
| 41. Tim Cotes          | 153  | E | 566  |
| 42. Dennis Scammel     | 191  | E | 565  |
| 43. Jim Sovie          | 930  | E | 553  |
| 44. John Gatez         | 28   | E | 539  |
| 45. Jack Byers         | 7    | E | 536  |
| 46. Arvie Blackstone   | 186  | E | 530  |
| 47. Mike McCoy         | 74   | E | 524  |
| 48. Albert Drake       | 718  | E | 520  |
| 49. Ron Grewe          | 107  | E | 518  |
| 50. Robert Phillips    | 82   | A | 515  |
| 51. Leroy Davis        | 154  | A | 510  |
| 52. Jack Orndoff       | 743  | A | 507  |
| 53. Clifford Ray       | 152  | A | 496  |
| 54. Robert Anglin      | 115  | A | 490  |
| 55. Howard Uttsey      | 65   | E | 490  |
| 56. Ken Weston         | 83   | E | 484  |
| 57. Harold Mortenson   | 64   | E | 482  |
| 58. David Neidhart     | 224  | E | 478  |
| 59. Dale Teubner       | 136  | A | 475  |
| 60. John Taylor        | 171  | E | 475  |
| 61. Bruce Lewellyn     | 23   | E | 475  |
| 62. Jerry Kopp         | 274  | A | 471  |
| 63. James Drake        | 200  | E | 470  |
| 64. Larry Mahoney      | 24   | E | 465  |
| 65. Ron Payseur        | 769  | E | 451  |
| 66. Marty Dahlquist    | 50   | E | 450  |
| 67. Ed Farrelly        | 151  | E | 446  |
| 68. Arnold Adkinson    | 388  | A | 444  |
| 69. Ron Jones          | 124  | A | 440  |
| 70. James Hill         | 114  | A | 428  |
| 71. Forrest Wright     | m536 | E | 425  |
| 72. Gene Cannady       | m405 | E | 420  |
| 73. Noel Cobbs         | 98   | E | 414  |
| 74. Dick Gilman        | 43   | E | 412  |
| 75. Corky Behrle       | 71   | A | 403  |
| 76. Jeff Kirk          | 813  | A | 401  |
| 77. Hugh Woods         | 361  | A | 368  |
| 78. Mike Hinshaw       | 100  | E | 368  |
| 79. Keith Starforth    | 73   | A | 353  |
| 80. Ezra Young         | 138  | A | 350  |
| 81. William Cavin      | 195  | A | 346  |
| 82. Jerry Skipper      | m404 | A | 335  |
| 83. Ray Spraggins      | 399  | A | 326  |
| 84. Jim McClurg        | 140  | E | 325  |
| 85. Steve Holliaday    | m407 | E | 320  |
| 86. Dale Newton        | 565  | N | 319  |
| 87. R.R. Russell       | 54   | A | 316  |
| 88. Ron Duggin         | m364 | N | 310  |
| 89. Bob Van Ark        | 255  | A | 307  |
| 90. Rex Coday          | m206 | N | 306  |
| 91. Richard Phillips   | 864  | A | 306  |
| 92. Roger Riddell      | 22   | A | 290  |
| 93. Jim Ahlefeld       | 773  | A | 290  |
| 94. David Santoy       | 896  | A | 290  |
| 95. Gene Weller        | 742  | E | 288  |
| 96. Gene Dempsey       | 277  | E | 285  |
| 97. Ken Pasley         | 359  | N | 284  |
| 98. Robert Doig        | 507  | E | 280  |
| 99. Sam Burg           | 270  | E | 270  |
| 100. Jim Rye           | m159 | N | 268  |
| 101. Bill Smart        | 300  | A | 265  |
| 102. Dan Wilborn       | 67   | A | 265  |
| 103. Bill Ocheltree    | m297 | A | 264  |
| 104. Leon Graves       | 441  | N | 263  |
| 105. Wayne Roach       | 387  | E | 260  |
| 106. Jon Thomas        | 61   | N | 257  |
| 107. Ken Booth         | 657  | E | 249  |
| 108. Floyd Burk Sr.    | 317  | E | 248  |
| 109. Craig Williams    | m301 | N | 247  |
| 110. Ken Kaskal        | 96   | A | 246  |
| 111. Jim Visserling    | 181  | A | 246  |
| 112. Al Nunnly         | 163  | A | 243  |
| 113. Barry Bubar       | 14   | E | 240  |
| 114. Jerry Standifer   | 176  | A | 238  |
| 115. Fred Boyles       | m448 | N | 235  |
| 116. Tom Zarp          | 59   | A | 224  |
| 117. Jack Myrick       | 193  | N | 220  |
| 118. Jack Perrin       | 553  | N | 219  |
| 119. Lloyd Cox         | 39   | A | 214  |
| 120. Klete Hruska      | 175  | A | 215  |
| 121. David Gruver      | 134  | A | 214  |
| 122. Stan Baldwin      | 106  | A | 213  |
| 123. Steve Kirk        | 3    | E | 210  |
| 124. James Bringham    | 80   | A | 210  |
| 125. Mickey Freeny     | 119  | E | 205  |
| 126. Roy Fellows       | 177  | A | 201  |
| 127. Dick Miller       | 68   | E | 200  |

# RESULTS

**TT SCRAMBLES**  
American Canyon M.C.  
Vallejo Speedway  
Vallejo, Calif.  
Sept. 17, 1971  
By James Brammer

|                          |     |
|--------------------------|-----|
| 100 NOV. DIV. I          | Suz |
| Carly Mitosiako          | Suz |
| Wade Boyd                | Hon |
| Luther Holebrook         | Yam |
| 125 NOV. FINAL           | Bul |
| Richard Alquist          | Bul |
| Duane Love               | Bul |
| Jack Wrong               | Kaw |
| 100 JR. CLASS            | Kaw |
| Billy Wilson             | Mav |
| 125 JR. FINAL            | Mav |
| John Prince              | Mav |
| Jean McFarland           | Mav |
| 175 NOV. FINAL           | Yam |
| Mark Lamke               | Hon |
| John Tardiff             | Hon |
| Larry Russell            | Mon |
| 200 NOV. FINAL           | Mon |
| Steve Potts              | Bul |
| Wes Cooke                | Bul |
| 200 JR. FINAL            | Bul |
| Mike Kalamaras           | Bul |
| Mike Vestal              | Bul |
| Bill Rider               | Hon |
| 250 NOV. FINAL, A        | Bul |
| Dennis Muelrath          | Mon |
| Shermon Wrong            | Bul |
| Ted Cluff                | Bul |
| 250 NOV. FINAL, B        | Yam |
| Russell Giffin           | Suz |
| Jess Hinrichs            | Mon |
| Jerry Tober              | Mon |
| 250 JR. FINAL            | Mon |
| Randy Booth              | Bul |
| Phil Anderson            | Bul |
| Pat Lane                 | Bul |
| 250 EX. FINAL            | Bul |
| Larry Drew               | Yam |
| Bill Trumbull            | Bul |
| Phil Carando             | Bul |
| 350, 500, 650 NOV. FINAL | Tri |
| Tim Elder                | Yam |
| Jerry Stonebraker        | H-D |
| Emory Gray               | Yam |
| 500 JR. FINAL            | Kaw |
| James Hartbauer          | Yam |
| Kirk Tardiff             | Bul |
| Larry Ubaldi             | Bul |
| 500 EX. FINAL            | Mai |
| Jim Saitone              | AJS |
| Kent Johnson             | Bul |
| Gary Newman              | BSA |
| 650 JR/EX. FINAL         | Tri |
| Phil Anderson            | Tri |
| Ken Helling              | Tri |
| John Borden              | Tri |

**MOTOCROSS**  
Cal Am  
Sacramento, Calif.  
Sept. 26, 1971  
By Bruce Young

|                   |     |
|-------------------|-----|
| 100 NOV. DIV. I   | Suz |
| Mark Johnson      | Yam |
| Jeff Stadel       | Bul |
| Douglas Knight    | Bul |
| 125 NOV. DIV. I   | Hon |
| Keith Germain     | Hon |
| Sam Vanderhoff    | Yam |
| Tom Schirle       | Yam |
| 125 NOV. DIV. II  | Suz |
| Jon Boyette       | Pen |
| Jim Kern          | DKW |
| Greg Coumas       | Yam |
| 125 NOV. DIV. III | Pen |
| Brian Jodry       | DKW |
| Leo Schlumpe      | Bul |
| Rod Murphy        | Bul |
| Rod Mathews       | Pen |
| 125 AM/EX.        | DKW |
| Rick Clement      | DKW |
| Rich Hansen       | DKW |
| EX. 125           | Pen |
| Rick Clement      | DKW |
| Rich Hansen       | DKW |
| EX. 125           | DKW |
| Doug Nelson       | Ric |
| Ken Gerard        | Yam |
| OPEN NOV. DIV. I  | Hus |
| Dan Calhoun       | Hus |
| Stan Lancaster    | Hus |
| Richard Dix       | Hus |
| OPEN NOV. DIV. II | CZ  |
| Jess Hendricks    | Hus |
| Pat Smithson      | AJS |
| Robert New        | AJS |
| 250 NOV. DIV. I   | Hus |
| Jeff Younger      | Bul |
| Jon Woo           | Mai |
| Dave Cooper       | CZ  |
| 250 NOV. DIV. II  | Mon |
| Dorri Chase       | CZ  |
| Larry Athenas     | CZ  |
| Doug McCaleb      | CZ  |
| 250 NOV. DIV. III | CZ  |
| John Cooney       | CZ  |
| Steve Casper      | CZ  |
| Paul Orlandi      | CZ  |
| 250 AM.           | CZ  |
| Scott Pepper      | Bul |
| Gilly Norman      | CZ  |
| Paul Orlandi      | CZ  |
| 250 EX.           | Hus |
| Ron Stockman      | Hus |
| Bill DaPrato      | Hus |
| OPEN AM.          | CZ  |
| Jim Long          | CZ  |
| OPEN EX.          | Hus |
| Carl Cranke       | Hus |
| Larry Mulock      | Hus |

**AMATEUR SHORT-TRACK**  
Tulock, Calif.  
Oct. 1, 1971  
By Loretta Davidson

|                                |     |
|--------------------------------|-----|
| MINI-BIKES                     | Hon |
| DIVISION 1                     | Hon |
| Mitch Davidson                 | Yam |
| David Yeazens                  | Yam |
| Louie Orozco                   | Yam |
| DIVISION 2                     | Yam |
| Chuck Aksland                  | Yam |
| Steve Orozco                   | Yam |
| Fred Merkel                    | Yam |
| DIVISION 3                     | Yam |
| Mike Bowling                   | Mav |
| David Vandergriff              | Mav |
| Doug Winfrey                   | Mav |
| AM. BUDDY RACE                 | Bul |
| Jeff Davidson and Skip Aksland | Bri |
| POWDER PUFF                    | Hod |
| Ginger Burrol                  | Hod |
| Ginger Burrol                  | Hod |
| 100cc NOV. MAIN                | Suz |
| Danny Mills                    | Yam |
| David Neilson                  | Bul |
| John Wright                    | DKW |
| Jim Meservy                    | DKW |
| 125cc NOV. MAIN "A"            | Bul |
| Dan Van Neuwenhuyzen           | Bul |
| Steve Hollingsworth            | DKW |
| Mike Runels                    | DKW |
| 125cc NOV. MAIN "B"            | Bul |
| Mark Marcellin                 | DKW |
| Richard Roberts                | Kaw |
| John Willis                    | Pen |
| 100-125cc JR. MAIN             | Mon |
| Ted Davidson                   | Mon |
| Larry Dunnagan                 | Mon |
| 125cc EXPERT MAIN              | Bul |
| Ray Huff                       | Kaw |
| 175cc NOV. MAIN                | Hon |
| Fred Yow                       | Hon |
| Richard Reece                  | Bul |
| 200cc NOV. MAIN                | Bul |
| Ron Jorge                      | Bul |
| Chet Armstrong                 | Bul |
| 175cc JR. MAIN                 | Oss |
| Ted Davidson                   | Oss |
| 250cc NOV. MAIN "A"            | Mon |
| Alan Sagospi                   | Yam |
| Mark Brateng                   | Yam |
| Lloyd Riggs                    | Yam |
| 250cc NOV. MAIN "B"            | Mai |
| Jim Meservy                    | Mon |
| Steve Andrade                  | H-D |
| Laurence Ostarello             | H-D |
| 250cc JR. MAIN                 | Oss |
| Don Clasby                     | Bul |
| Lee Rice                       | Mon |
| Larry Dunnagan                 | Mon |
| 250cc EXPERT MAIN              | Bul |
| Mark Muscio                    | Mon |
| Roy Winters                    | Mon |
| Ray Huff                       | Bul |

**PNTA TRIALS**  
Idaho State Championship  
Grangeville, Id.  
Aug. 29, 1971  
EXPERT

|                            |     |
|----------------------------|-----|
| Joe Guglielmelli (overall) | 37  |
| Mick Oliver                | 43  |
| Dan Amon                   | 55  |
| Leon Wilbanks              | 59  |
| Sherrill Steinhauer        | 83  |
| AMATEUR 126cc & OVER       | 75  |
| Scott Campbell             | 87  |
| Jim Beaton                 | 99  |
| Sam Shaffner               | 105 |
| Dave Cline                 | 143 |
| Bob Moore                  | 123 |
| AMATEUR 0-126cc            | 160 |
| Bill Norton                | 42  |
| Gene Weinmaster            | 42  |
| NOV. 126cc & OVER          | 52  |
| Bill Taylor                | 53  |
| Ron Lemery                 | 55  |
| Bill Rogers                | 7   |
| Tom Hebert                 | 11  |
| Don Finley                 | 13  |
| 250 NOVICE                 | 13  |
| Don Finley                 | 14  |
| Les Shepherd               | 17  |
| Floyd Cloward              | 21  |
| Richard Schwarz            | 31  |
| Leo Dombrosky              | 32  |
| MINI & POWDER PUFF         | 39  |
| Chris Shaffner             |     |
| Edna Downing               |     |
| Annie Shepherd             |     |
| Bobby Cloward              |     |
| Ruth McPeak                |     |
| MEMORIAL TEAM AWARD        |     |
| Dan Amon                   |     |
| Mick Oliver                |     |
| Niel Hinton                |     |

**TT RACES**  
Trojan Speedway  
Sept. 30, 1971  
By Art Loya

|                |     |
|----------------|-----|
| 100TT          | Hon |
| Tom Doty       | Kaw |
| Bob Sanders    | Kaw |
| Mark Revels    | Kaw |
| John Carbone   | Kaw |
| Dave Lujan     | Hon |
| 125 TT         | Kaw |
| Tom Doty       | Kaw |
| Bob Sanders    | Kaw |
| Mark Revels    | Suz |
| Joe Monohan    | Yam |
| Mim Miller     | Bul |
| 250 TT         | Bul |
| Dan Corbett    | Bul |
| Rick Goade     | Bul |
| Craig Steigler | Mon |
| Chris Smith    | Oss |
| Rick Isbell    | Kaw |
| 250 TT         | Bul |
| Bob Sanders    | Bul |
| 250 TT         | Bul |
| Rick Goade     | Bul |

**TT & HALF-MILE**  
395 Cycle Park  
Adelanto, Calif.  
Oct. 2, 1971

|                  |     |
|------------------|-----|
| 100 NOV. TT      | Kaw |
| Mickey Merlin    | Kaw |
| Mike Byars       | Kaw |
| Don Tallman      | Yam |
| 125 NOV. TT      | Yam |
| Tim McCool       | Kaw |
| Vic Hensley      | Kaw |
| Dan Muirhead     | Yam |
| 250 NOV. TT      | Oss |
| Orville Van Hee  | Kaw |
| Robert Moore     | Bri |
| Bill Naikie      | Bri |
| OPEN NOV.        | Suz |
| Dan Rees         | Bul |
| Howard Hooper    | Tri |
| Pat Dales        | Tri |
| 100 X TT         | Kaw |
| Bob Sanders      | Hod |
| Mike Laney       | Hod |
| Dennis Briggs    | Yam |
| 250 X TT         | Yam |
| Dean Butterfield | Bul |
| Craig Johnson    | Bul |
| Dean Aucutt      | Bul |
| OPEN X TT        | Suz |
| Bob Sanders      | Mai |
| Tom Jarnagan     | Bul |
| Jerry Aucutt     | Bul |
| 100 1/2 MILE     | Hod |
| Mike Laney       | Kaw |
| Bob Sanders      | Kaw |
| Jeff Coleman     | Kaw |
| 125 1/2 MILE     | Yam |
| Tim McCool       | Kaw |
| Bob Sanders      | Kaw |
| Dennis Briggs    | Kaw |
| 250 1/2 MILE     | Yam |
| Dean Butterfield | Bul |
| Dean Aucutt      | Bul |
| Craig Johnson    | Bul |
| OPEN 1/2 MILE    | Suz |
| Bob Sanders      | Mai |
| Tom Jarnagan     | Mai |
| MINI-BIKES       | Yam |
| Dylan Naihart    | Yam |
| R. Thomas Walker | Yam |
| Shawn Solomon    | Yam |

**SHORT TRACK**  
Cycloand Speedway  
Chico, Calif.  
Oct. 2, 1971  
By John Noffsinger

|                |     |
|----------------|-----|
| EXPERT MAIN    | Bul |
| Joe Henry      | Bul |
| Del Silva      | Bul |
| Jim Foley      | Yam |
| B MAINS        |     |
| 100cc          |     |
| Dale Sandell   | Kaw |
| Greg Rogers    | Kaw |
| Ron Corvinus   | Hon |
| 200cc          |     |
| Carter Fisher  | Bul |
| Dennis Silva   | Yam |
| Fred Rabo      | Yam |
| 250cc          |     |
| Warren Boelman | Bul |
| Tom Bacca      | Bul |
| Jim Hienrich   | Bul |
| SCRATCH MAINS  |     |
| 100cc          |     |
| Mel Nichols    | Kaw |
| 200cc          |     |
| Ron McGill     | Bul |
| 250cc          |     |
| Rick Hockings  | Bul |
| HANDICAP MAINS |     |
| 100cc          |     |
| Brad Johnson   | Yam |
| David Rathja   | Hod |
| Dale Sandell   | Kaw |
| Greg Rogers    | Kaw |
| 200cc          |     |
| Shane Scott    | Yam |
| Ron McGill     | Bul |
| Scott Vendley  | Bul |
| Dave Haugs     | Bul |
| 250cc          |     |
| Joe Henry      | Bul |
| Rick Hockings  | Bul |
| Joe Allen      | Bul |
| David Massee   | Bul |

|                       |      |
|-----------------------|------|
| PNTA TRIALS           |      |
| Henry Koepke Memorial |      |
| Pendleton, Ore.       |      |
| Sept. 19, 1971        |      |
| EXPERT                | Pts. |
| Dan Amon (overall)    | 23   |
| Danny Smith           | 26   |
| Mick Oliver           | 29   |
| Leon Wilbanks         | 37   |
| Joe Guglielmelli      | 43   |
| 125 AMATEUR           |      |
| Ed Chesnut            | 73   |
| Bill Norton           | 85   |
| Jim Calhoun           | 99   |
| Darryl Haasch         | 99   |
| Rick Saager           | 103  |
| 250 AMATEUR           |      |
| Sam Shaffner          | 42   |
| Scott Campbell        | 53   |
| Jim Beaton            | 56   |
| Pete Lybecker         | 60   |
| Tom Holway            | 62   |
| 125 NOVICE            |      |
| George O. Dowling     | 7    |
| Kurt Wrinkle          | 17   |
| Tim B. Willson        | 19   |
| Jerry Kessler         | 21   |
| Kevin Dement          | 24   |
| NOVICE 0-125cc        |      |
| Floyd Cloward         | 31   |
| Darryl Haasch         | 35   |
| Rick Howarth          | 37   |
| Kurt Wrinkle          | 40   |
| Steve Lindquist       | 56   |







(Continued from page 2)

HARE & HOUND, Jackrabbits. Lined from Y Cafe, Lucerne, CA, to (where else?) Soggy Dry Lake. 10 am. \$4.25. Silencers. Trail all the way. D-37 pts. 213/631-6733.

BOYS HOME BENEFIT RUN AND MOTORCYCLE BLESSING, Hi-Way Kings. 12th annual. Start 8-9L30 am at 12418 Santa Monica Blvd, Santa Monica, CA. \$2 donation. Everybody welcome.

HRA TT, 1/2-MILE, 395 Cycle Park, Adelanto, Ca. \$2.25 entry. Sign 8:30-10 am. \$1.50 gate. Camping. 714/246-6109.

ALL-JUNIOR MX, Indian Dunes, Ca. 9:30 am. \$5 mail, \$8 post. Box 174, Newhall, CA 91321. 805/259-8007.

MX, Jackalopes. Coyote Rwy, 2 mi. S. of Taos, N.M., on Hwy 64. Noon. \$320 purse. Camping. 505/758-2117.

MINI/ATV EUROPEAN SCRAMBLES, MBERA. 20 mi. E. of Lucerne Valley, Ca. Lined from Soggy Dry Lake Rd. 8 am. \$5 mail, \$7 post. Box 2241, Cypress, Ca. 90630.

NIGHT SCRAMBLES, All American. Fremont (Ca.) Rwy, 7 pm. Silencers. 415/322-1514.

POKER RUN, Lodi. Start at Lodi Cycle Bowl, Lodi, Ca. Sign 9-11 am. \$2.50.

#### MONDAY, OCTOBER 18

MOVIES, Pacific Coast Honda. Free. 8 pm. Peck Park Auditorium off Western Ave in San Pedro, Ca. 213/326-3810.

#### TUESDAY, OCTOBER 19

MINIS, SCMBA. Trojan Spdwy, South Gate, Ca. 6 pm. \$3 post, \$1 gate. 213/862-0229.



# calendar

#### WEDNESDAY, OCTOBER 20

SPEEDWAY, SRA. Kern Co. Frngds, Bakersfield, Ca. 8:30 pm. 213/793-1558.

#### THURSDAY, OCTOBER 21

CMC MX, Ascot Park, Gardena, Ca. \$5 post. Night. 213/323-9710.

TT/FT, Trojan Spdwy, South Gate, Ca. 7:15 pm. 213/861-0229.

ST/TT SCRAMBLES, Arena Park Rwy, Lubbock, Tex. 8 pm.

#### FRIDAY, OCTOBER 22

SPEEDWAY, Cal-Expo, Sacramento, Ca. 8:15 pm.

SPORT SCRAMBLES, American Cyn. Vallejo (Ca.) Spdwy. 8 pm. \$2 ride/watch. 'C' trac. 707/644-0741.

1/2-MILE, Ascot Park, Gardena, Ca. Night. 213/323-9701.

SPEEDWAY, Orange Co. Frngds, Costa Mesa, Ca. 8:15 pm. 213/793-3927.

FREE MOTORCYCLE TRAINING, Long Beach City College, B&T campus, 1305 E. Pacific Coast Hwy, Long Beach, CA 90806. REport at Room 310 at 6:30 pm. 213/436-1251, 599-2421.

MX, USRC. El Toro (Ca) Spdwy. 7:30 pm. \$5 post. Cash to Srs. Box 1027, Pomona, CA 91769. 714/985-3149.

#### SATURDAY, OCTOBER 23

SPORT ST, Valley. Cycleland Spdwy, 14 mi. S. of Chico, Ca. 8:30 pm. \$2 ride/watch. 916/342-9302.

TT, Elsinore (Ca.) Rwy. 7:30 pm. Off Hwy 71.

SHORT TRACK, Monterey Bay Rams. Monterey (Ca.) Frngds. Series.

SHORT TRACK, Washoe Co. Frngds, Reno, Nev., on Wells Ave. 8 am. C trac. Silencers. Whites. 702/323-6055.

HARE & HOUND, Checkers. 21st Annual Check Chase. Lined from Indio on I-10, take Chiriaco offramp. 9 am. Silencers. D-37 pts. \$6 mail, \$15 post. 1329 N. Hollywood Way, Burbank, CA.

PRO TT, Corona (Ca) Rwy. Pacific Coast Championships. 20 Laos, 8 pm. Free parking. &14/735-1705.

#### SUNDAY, OCTOBER 24

MX, Lompoc Slo-Pokes. Spillway Park, nr Santa Maria, Ca., Jct 166 at Broadway. D-35 pts. 10 am. Camping. \$3.50 post, \$1.50 gate. 805/736-6362, 735-1177.

AUTOMOTIVE & MOTORCYCLE SWAP MEET, Rose Bowl, Pasadena, Ca. Info: Box 400, Dept. 23, Maywood, CA 90270.

SCRAMBLES, Shasta. Happy Valley Rwy, 11 mi. W. of Anderson, Ca. 1 pm. \$2 ride/watch. 'C' trac. 916/365-7753, 365-1709.

MX, Cascade. Cascade MX Park, 3 mi. W. of Bend, Ore., on Shevlin Park Rd. Noon. Entry \$3, \$5. Cash to Srs. 503/382-5759.

ACA MX, Carlsbad (Ca.) Rwy. \$5 mail, \$10 post. Cash to Srs. 9 am. 106 N. Claudina, Suite 312, Anaheim, CA 92805. 714/774-3ACA.

ENDURANCE RUN, Oakland. Stonyford, Ca. W of Williams. Mail closes 10/9. 1116 36th St., Oakland, CA 94608. 415/589-5851.

MX, Oak Creek Ranch. \$1500 purse, Team Race, Old Timers, PPs. 10 mi W of Mojave, on Tehachapi Willow Springs Rd. 213/376-4573.

CYCLE FAIR, Ventura C. Frngds, Ventura, Ca. 10 am-10 pm. Contests, displays, moolah. 805/647-1716.

HRA TT, 1/2-MILE, 395 Cycle Park, Adelanto, Ca. \$2.25 entry. Sign 8:30-10 am. \$1.50 gate. Camping. 714/246-6109.

## ROUGH RIDER CYCLE PARK



October 10  
B.C.A. Motocross  
District 37 Point Race

Open Sat., Sun. & Holidays only  
from 8 am until sunset  
until further notice

5131 Tapo Canyon Rd.  
Simi Valley, Ca. 93063

TT SCRAMBLES, TTMC. 395 Cycle Park, Adelanto, Ca. LW 8 am. \$2.25 entry. D-37 pts. 714/772-8000, 246-6109.

TRAILS, SCTA/ATA. Running Springs, Ca., 5 mi NE of Hwy 106 & 30 jct., out of Highland on 30. 9 am. \$4. Spark arresters, for sure. 213/421-6749, 714/828-6705.

2ND ANNUAL HIGH DESERT 100, Cascade. 20 mi E of Bend, Or., on Hwy 20. \$7 post. 10 am. 503/389-1966, 382-0542.

JACKHAMMER ENDURO, Stonyford, CA, W of Maxwell. \$5 entry, + \$3 for 3-man team. Spark arresters. 8:01 am. Entries close 10/9. Oakland MC, 1116 36th St., Oakland, CA 94608.

#### TUESDAY, OCTOBER 26

MINIS, SCMBA. Trojan Spdwy, South Gate, Ca. 6 pm. \$3 post, \$1 gate. 213/862-0229.

#### WEDNESDAY, OCTOBER 27

SPEEDWAY, SRA. Kern Co. Frngds, Bakersfield, Ca. 8:30 pm. 213/793-1558.

#### THURSDAY, OCTOBER 28

CMC MX, Ascot Park, Gardena, Ca. \$5 post. Night. 213/323-9710.

TT/FT, Trojan Spdwy, South Gate, Ca. 7:15 pm. 213/862-0229.

ST/TT SCRAMBLES, Arena Park Rwy, Lubbock, Tex. 8 pm.

#### FRIDAY, OCTOBER 29

SPEEDWAY, Cal-Expo, Sacramento, Ca. 8:15 pm.

SPORT SCRAMBLES, American Cyn. Vallejo (Ca.) Spdwy. 8 pm. \$2 ride/watch. 'C' trac. 707/644-0741.

MX, USRC. El Toro (Ca.) Spdwy. 7:30 pm. \$5 post. Cash to Srs. Box 1027, CA. 91769. 714/985-3149.

1/2-MILE, Ascot Park, Gardena, Ca. Night. 213/323-9701.

SPEEDWAY, Orange Co. Frngds, Costa Mesa, Ca. 8:15 pm. 213/793-3927.

SCRAMBLES, All American. Fremont (Ca.) Rwy, on Durham Rd. off Nimitz Fwy. Silencers. 7 pm. 415/322-1514.

#### SATURDAY, OCTOBER 30

SPORT ST, Valley. Cycleland Spdwy, 14 mi. S. of Chico, Ca. 8:30 pm. \$2 ride/watch. 916/342-9302.

TT, Elsinore (Ca.) Rwy. 7:30 pm. Off Hwy. 71.

#### SUNDAY, OCTOBER 31

MX, Arizona Desert Raceways. 10 am. \$5 entry, \$1 watch. Cash. 1408 E. Granada, Phoenix, Ariz. 85006. 602/252-1900.

CMC MX, Carlsbad (Ca.) Raceway. \$5 mail (10/26), \$10 post. 10 am. Box 1402, Costa Mesa, CA 92626.

ACA MX, Saddleback Park, Ca. \$5 mail, \$10 post. Cash to Srs. 9 am. 106 N. Claudina, Suite 312, Anaheim, CA. 92805. 714/774-3ACA.

MX, SRA. Cal Expo, Cal. State Frngds, Sacramento, Ca. 10:30 am. \$2 gate, \$3 ride. 916/483-4672.

ALL-JUNIOR MX, Muntz Cycle Park. 1st Annual Halloween Spok Run. Dirty Ol' Man class. \$5 post. 805/529-2371.

HALF-MILE, San Jose Co. Frngds, San Jose, Ca. 3rd Annual Race of Champions. Telly, too. 2 pm. Box seats \$6, grandstand \$5, unreserved \$2. 408/295-3050.

MX, Bushmasters. Lambs Cyn, Beaumont, Ca. \$4 entry, \$3 minis. Camping. Lined from I-10 & Beaumont Ave. 9:30 am. Silencers. 714/849-6181.

EUROPEAN SCRAMBLES, HDR Assn. 7 mi N of Adelanto, Ca. on Hwy 395. Sign 7 am, start 9. \$4 post. 714/247-7473.

#### TUESDAY, NOVEMBER 2

MINIS, SCMBA. Trojan Spdwy, South Gate, Ca. 6 pm, \$3 post, \$1 gate. 213/862-0229.

#### NOVEMBER 4

CMC MX, Ascot Park, Gardena, Ca. \$5 post. Night. 213/323-9710.

TT/FT, Trojan Spdwy, South Gate, Ca. 7:15 pm. 213/862-0229.

ST/TT SCRAMBLES, Arena Park Rwy, Lubbock, Tex. 8 pm.

#### FRIDAY, NOVEMBER 5

SPEEDWAY, Cal-Expo, Sacramento, Ca. 8:15 pm.

SPORT SCRAMBLES, American Cyn. Vallejo (Ca.) Spdwy. 8 pm. \$2 ride/watch. 'C' trac. 707/644-0741.

MX, USRC. El Toro (Ca.) Spdwy. 7:30 pm. \$5 post. Cash to Srs. Box 1027, Pomona, CA 91769. 714/985-3149.

1/2-MILE, Ascot Park, Gardena, Ca. Night. 213/323-9701.

SPEEDWAY, Orange Co. Frngds, Costa Mesa, Ca. 8:15 pm. 213/793-3927.

#### FRI-SUN., NOV. 5-7

MOTORCYCLE AND ROADSTER SHOW, Nat'l Orange Show Frngds, San Bernardino, Ca. Info: Box 400, Maywood, CA 90270. 213/588-1934, 588-4551.

## SRA presents the RIVERSIDE SCRAMBLES GRAND PRIX 1



NOV. 7 at Riverside International for Beginners & Novice racers only. 1 hour races on a wide course, 1/3 asphalt, 1/6 fast, dust free TT course, 1/2 cross country.

## 100 % TROPHIES

(all at least 12" high)

Classes: 75, 100, 125, 175, 250, Open.  
Special classes for over 35 years old and under 16 years old.

Schedule  
8:00 Parade lap  
8:30 0-125 Bgnr. under 16 + P.P.  
9:30 0-125 Novice  
10:30 250 Bgnr.  
11:30 175 + Open Novice  
12:30 Parade lap  
1:00 250 Novice  
2:00 175 + Open Bgnr.  
3:00 0-125 Bgnr. over 15

**-NO PLAY BIKES ALLOWED-**

Mail or Post Entry \$7.00

Info & Entries  
(213) 370-8234 or (714) 735-4641



## OAK CREEK \$1,500 SPECIAL

Oct. 24

## MX

Practice 7-8  
Race 9

## + REGULAR MX PROGRAM

Oct. 24

### MID-VALLEY CZ TEAM CHALLENGE

CAMPING OK!  
INFORMATION (213) 376-4573

\$200 to winning team  
Team - 2 Srs. & 2 Jrs.  
Mail - \$3/rider  
One class - 250cc to Open

Check or Money Order with any  
standard entry blank  
OAK CREEK SPECIAL  
Box 897, Manhattan Beach, Ca. 90266  
Mail Entries close Oct. 19  
Adm. \$2, under 12 free  
Riders free

### ★ OLD TIMERS ★ POWDER PUFF ★ MINI ENDURO ★ JUNIORS ★ SENIORS ★

...need money, too  
\$50 pays 3 places  
\$5 Mail \$8 Post

1st - Full coverage helmet  
40% Trophies

Bring your best  
13 or under Little Shoe  
\$2 Mail \$3 Post

All classes 40% Trophies  
To 3 places: MX equipment &  
gift certificates  
\$5 Mail \$8 Post

\$100 - 125cc's  
\$200 - 250cc's  
\$200 - Open



(Continued from page 30)

## SATURDAY, NOVEMBER 6

SPORT ST, Valley. Cycleland Spdwy, 14 mi. S of Chico, Ca. 8:30 pm. \$2 ride/watch. 916/342-9302.

INDOOR SHORT TRACK, Glen County Frngds, Orland, Ca. Championship series. 8 pm. Silencers. 415/453-0731.

TT, Elsinore (Ca.) Rcw. 7:30 pm. Off Hwy 71.

## SAT. & SUN., NOV. 6 & 7

HARE SCRAMBLES, Greyhounds. Ponderosa, 15 mi. E of Lancaster, Ca., on Ave. J. 10 am. 213/367-3907.

## SUNDAY, NOVEMBER 7

AMA NATIONAL CHAMPIONSHIP ENDURO, Foothill Hawks. 125 Miles. 150 S. Olympic Blvd., Montebello, CA 90640.

CMC MX, Saddleback Park, Ca. \$5 mail (9/14), \$10 post. 10 am. Box 1402, Costa Mesa, CA 92626.

ACA MX, Carlsbad (Ca.) Rcw. \$5 mail, \$10 post. Cash to Srs. 9 am. 106 N. Claudina, Suite 312, Anaheim, CA 92805. 714/774-3ACA.

CMC MX, Saddleback Park, Ca. \$5 mail (9/14), \$10 post. 10 am. Box 1402, Costa Mesa, CA 92626.

MX, Deadman's Point, Apple Valley, Ca. 10 am. \$2 post, \$2.50 non-members, \$2 gate. 714/247-7473. Silencers.

MINIS, AMRA, Indian Dunes, Valencia, Ca. \$2.50 post, \$3 non-members. 10 am. 805/259-8000.

GRAND PRIX SCRAMBLES, SRA. Riverside Int'l Rcw. Riverside, Ca. 100% brass. Lots of special classes. 213/370-8234, 714/735-4641.

EUROPEAN SCRAMBLES, Highsiders. Lined from N Jefferson overpass & I-10, W edge of Indio, Ca. Sign 8 am, race 10. \$3 post. 714/347-6588.

SCRAMBLES, Los Gatos. Uvas Dam. C trac. Noon. \$2.50 ride/watch. (Postponed from 10/3).

## TUESDAY, NOVEMBER 9

MINIS, SCMB. Trojan Spdwy, South Gate, CA 6 pm. \$3 post, \$1 gate. 213/862-0229.

## THURSDAY, NOVEMBER 11

CMC MX, Ascot Park, Gardena, CA. \$5 post. Night. 213/323-9710.

TT/FT, Trojan Spdwy, South Gate, CA. 7:15 pm. 213/862-0229.

ST/TT SCRAMBLES, Arena Park Rcw, Lubbock, Tex. 8 pm.

## FRIDAY, NOVEMBER 12

MX, USRC, El Toro (CA) Spdwy. 7:30 pm. \$5 post. Cash to Srs. Box 1027, Pomona, CA 91769. 714/985-3149.

1/2-MILE, Ascot Park, Gardena, CA. Night. 213/323-9701.

SPEEDWAY, Orange Co. Frngds, Costa Mesa, CA. 8:15 pm. 213/793-3927.

SPEEDWAY, Cal-Expo, Sacramento, CA. 8:15 pm.

## SATURDAY, NOVEMBER 13

TT, Elsinore (Ca.) Rcw. 7:30 pm. Off Hwy 71.

SPORT ST, Valley. Cycleland Spdwy, 14 mi S. of Chico, CA. 8:30 pm. \$2 ride/watch. 916/342-9302.

ENTRIES CLOSE for Barstow-to-Vegas Hare & Hound; 11/27.

INDOOR SHORT TRACK, Glen Co Frngds, Orland, Ca. Championship series. 8 pm. Silencers. 415/453-0731.

## SUNDAY, NOVEMBER 14

MX, Cascade. Cascade MX Park, 3 mi. W. of Bend, Ore., on Shevlin Park Rd. \$3 entry. Cash to Srs. 503/382-5759.

MINIS, SCMB&KA. Saddleback Park, Ca. 10 am. \$2 gate, \$2.50/class, \$4 non-members. Box 1455, Huntington Beach, CA 92647. 714/548-0269, 646-6025.

MX, Lompoc Slo-Pokes. Spillway Park nr. Santa Maria, Ca. D-35 pts. 10 am. \$3.50 post, \$1.50 gate. Camping. 805/736-6362, 735-1177.

MINIS, AMRA, Indian Dunes, Valencia, Ca. \$2.50 post, \$3 non-members. 10 am. 805/259-8000.

CMC MX, Carlsbad (Ca.) Rcw. \$5 mail (9/21), \$10 post. 10 am. Box 1402, Costa Mesa, CA 92626.

RACES, Orange Cycle City Park, Orange, Texas. 2 pm. \$2.50 entry. 713/745-1385.

MX, Arizona Desert Raceways. 10 am. \$5 entry, \$1 watch. Cash. 1408 E. Granada, Phoenix, Ariz. 85006. 602/252-1900.

## TUESDAY, NOVEMBER 16

FREE MOTORCYCLE TRAINING, Long Beach City College, B&T Campus, 1305 E Pacific Coast Hwy, Long Beach, CA 90806. Report at Room 310 at 6:30 pm. 213/436-1251, 599-2421.

MINIS, SCMB. Trojan Spdwy, South Gate, Ca. 6 pm. \$3 post, \$1 gate. 213/862-0229.

## THURSDAY, NOVEMBER 18

TT/FT, Trojan Spdwy, South Gate, Ca. 7:15 pm. 213/862-0229.

CMC MX, Ascot Park, Gardena, Ca. \$5 post. Night. 213/323-9710.

ST/TT SCRAMBLES, Arena Park Rcw, Lubbock, Tex. 8 pm.

## FRIDAY, NOVEMBER 19

SPEEDWAY, Cal-Expo, Sacramento, Ca. 8:15 pm.



SPORT SCRAMBLES, American Cyn. Vallejo (Ca.) Spdwy. 8 pm. \$2 ride/watch. 'C' trac. 707/644-0741.

1/2-MILE, Ascot Park, Gardena, Ca. Night. 213/323-9701.

SPEEDWAY, Orange Co. Frngds, Costa Mesa, Ca. 8:15 pm. 213/793-3927.

## SATURDAY, NOVEMBER 20

INDOOR SHORT TRACK, Glen Co Frngds, Orland, Ca. Championship series. 8 pm. Silencers. 415/453-0731.

## SUNDAY, NOVEMBER 21

MX, Cloverfield Motorcycle Race Track, Cloverfield Airport, Friendswood, Tex. Noon. \$2 ride. \$1.50 watch.

TT, Mile High. Slaughterhouse Gulch Rcw, Prescott, Ariz. Noon. \$2.50 bike, \$1 gate. 602/445-0022, 445-0315.

ACA MX, Osteen Park, Pomona, Ca. \$5 mail, \$10 post. Cash to Srs. 9 am. 106 N. Claudina, Suite 312, Anaheim, CA 92805. 714/774-3ACA.

CMC MX, Saddleback Park, CA. \$5 mail (10/12), \$10 post. 10 am. Box 1402, Costa Mesa, CA 92626.

MX, Deadman's Point, Apple Valley, Ca. 10 am. \$2 post, \$2.50 non-members, \$2 gate. 714/247-7473 eves. Silencers.

HARE SCRAMBLES, Polka Dots. Lined from Jackson, Ca. 11 am. \$4. Camping. Silencers. Wilseyville, Schaad's Resort, Ca. Info 4555 Auburn Ave., No. 21, Sacramento, Ca.

## SATURDAY, NOVEMBER 26

ACA MX, Saddleback Park, Ca. \$5 mail, \$10 post. Cash to Srs. 9 am. 106 N. Claudina, Suite 312, Anaheim, CA 92805. 714/774-3ACA.

## SATURDAY, NOVEMBER 27

HARE & HOUND, San Gabriel Valley. Barstow-to-Vegas. Lined off Vegas Fwy. 12 mi N. of Barstow, Ca. Silencer. D-37 pts. \$7 mail (11/13), \$10 post. 1033 N. Vineland, La Puente, CA 91746.

INDOOR SHORT TRACK, Glen Co Frngds, Orland, Ca. Championship series. 8 pm. Silencers. 415/453-0731.

## SUNDAY, NOVEMBER 28

TRANS-AMA MX, Carnegie Cycle Park, Livermore, CA. \$10,000 purse. 415/581-1256, 846-3510.

MX, Lompoc Slo-Pokes. Spillway Park nr Santa Maria, Ca. Junc 166 at Broadway. D-35 pts. 10 am. \$3.50 post, \$1.50 gate. Camping. 805/736-6362, 735-1177.

CMC MX, Carlsbad (Ca.) Rcw. \$5 mail (10/5), \$10 post. 10 am. Box 1402, Costa Mesa, CA 92626.

MX, Arizona Desert Raceways. 10 am. \$5 entry, \$1 watch. Cash. 1408 E. Granada, Phoenix, Ariz. 85006. 602/252-1900.

## SAT. & SUN., DEC. 4 & 5

HARE SCRAMBLES, Greyhounds. Ponderosa, 15 mi E of Lancaster, Ca., on Ave. J. 10 am. 213/367-2907.

**DISPLAY  
ADVERTISING  
DEADLINE**

**WEDNESDAY,  
OCT. 20, 5pm**

**For ISSUE No. 42  
(On sale: Oct. 27)**

**INDIAN DUNES PARK**  
600 acres — hills, streams, sand  
Family riding 7 days  
7am 'til dark  
Moto-X Races every Sunday  
2 miles west of Interst. 5  
on Hwy 126 at Castaic  
(805) 259-8000

**COME SEE THE  
TOUGH ONES**

**Oct. 17 MX**

**Dirt Diggers North M.C.  
at Cal Expo, Sacramento**  
If available, Post Entries \$5  
Info: (916) 652-7800

## SATURDAY, DECEMBER 4

INDOOR SHORT TRACK, Glen Co Frngds, Orland, Ca. Championship series. 8 pm. Silencers. 415/453-0731.

## SUNDAY, DECEMBER 5

PNTA TRIALS, Portland, Ore. Box 131, Weston, OR 97886.

AMA NATIONAL CHAMPIONSHIP ENDURO, Calif. Enduro Assn. 100 miles. 5619 S. Norwalk Blvd., Whittier, CA 90601.

MINIS, AMRA, Indian Dunes, Valencia, Ca. \$2.50 post, \$3 non-members. 10 am. 805/259-8000.

MX, Deadman's Point, Apple Valley, Ca. 10 am. \$2 post, \$2.50 non-members, \$2 gate. 714/247-7473 eves. Silencers.

ACA MX, Saddleback Park, Ca. \$5 mail, \$10 post. Cash to Srs. 9 am. 106 N. Claudina, Suite 312, Anaheim, CA 92805. 714/774-3ACA.

CMC MX, Saddleback Park, Ca. \$5 mail (9/14), \$10 post. 10 am. Box 1402, Costa Mesa, CA 92626.

## SATURDAY, DECEMBER 11

INDOOR SHORT TRACK, Glen Co Frngds, Orland, Ca. Championship series. 8 pm. Silencers. 415/453-0731.

AUNT DINAH'S QUILTING PARTY at Sid's Blue Beet, Newport Beach, Ca. Cloud reigns.

## SUNDAY, DECEMBER 12

MINIS SCMB&KA. Saddleback Park, Ca. 10 am. \$2 gate, \$2.50/class, \$4 non-members. Box 1455, Huntington Beach, CA 92647. 714/548-0269, 646-6025.

MX, Lompoc Slo-Pokes. Spillway Park, nr Santa Maria, Ca., Jct. 166 at Broadway. D-35 pts. 10 am. Camping. \$3.50 post, \$1.50 gate. 805/736-6362, 735-1177.

MINIS, SCMB&KA. Saddleback Park, Ca. \$2 gate, \$2.50/class, \$4 non-members. Box 1455, Huntington Beach, CA 92647. 714/548-0269, 646-6025.

MX, Arizona Desert Raceways. 10 am. \$5 entry, \$1 watch. Cash. 1408 E. Granada, Phoenix, Ariz. 85006. 602/252-1900.

ACA MX, Saddleback Park, Ca. \$5 mail, \$10 post. Cash to Srs. 9 am. 106 N. Claudina, Suite 312, Anaheim, CA 92805. 714/774-3ACA.

**RIDE WITH  
THE BEST**  
RIDE  **EVENTS**  
**motocross**  
AT  
Oct. 17th — Saddleback Park  
31st — Carlsbad  
Nov. 7th — Saddleback  
Motocross  
14th — Carlsbad  
21st — Saddleback Park  
28th — Carlsbad  
Dec. 12th — Carlsbad  
19th — Saddleback

\$5 mail entry — \$10 post entry.  
Mail entry closes five days before  
event. C.M.C. license and 3 number  
plates required. Gates open 7:30 —  
sign-up closes 9:00 AM — racing  
starts 10:00 AM. Mail entries to  
C.M.C., P.O. Box 1402, Costa Mesa,  
CA 92626.

**J.C. Agajanian PRESENTS ...**  
**20-LAP PACIFIC COAST CHAMPIONSHIP**  
**MOTORCYCLE RACES**  
**A.M.A.**  
**PURSE \$2,100.00**  
**SATURDAY Oct. 16 8:00 P.M.**  
**CORONA RACEWAY** BUCHANAN AND RIVERSIDE FREEWAY  
Adults \$3.50, Jr's & Servicemen \$2.50, 8 to 12 \$1.00,  
Under 8 Free — FREE PARKING — Phone: 714 735-1705

CMC MX, Carlsbad (Ca.) Raceway. \$5 mail (10/26), \$10 post. 10 am. Box 1402, Costa Mesa, CA 92626.

## SUNDAY, DECEMBER 19

MX, Cloverfield Motorcycle Race Track, Cloverfield Airport, Friendswood, Tex. Noon. \$2 ride, \$1.50 watch.

MINIS, AMRA, Indian Dunes, Valencia, Ca. \$2.50 post, \$3 non-members. 10 am. 805/259-8000.

MX, Deadman's Point, Apple Valley, Ca. 10 am. \$2 post, \$2.50 non-members, \$2 gate. 714/247-7473 eves. Silencers.

MX, Arizona Desert Raceway. 10 am. \$5 entry, \$1 watch. Cash, Double Points. 1408 E. Granada, Phoenix, Ariz. 85006. 602/252-1900.

ACA MX, Osteen Park, Pomona, Ca. \$5 mail, \$10 post. Cash. 9 am. 106 N. Claudina, Suite 312, Anaheim, CA. 714/774-3ACA.

CMC MX, Saddleback Park, Ca. \$5 mail (9/14), \$10 post. 10 am. Box 1402, Costa Mesa, CA 92626.

## SUNDAY, DECEMBER 26

ACA MX, Saddleback Park, Ca. \$5 mail, \$10 post. Cash. 9 am. 106 N. Claudina, Suite 312, Anaheim, CA 92805. 714/774-3ACA.

CMC MX, Carlsbad (Ca.) Rcw. \$5 post (10/26), \$10 post. 10 am. Box 1402, Costa Mesa, CA 92626.

Calendar listings are printed free of charge as a service to the motorcycle enthusiasts of the Western United States. Information regarding your club's event should be sent as soon as possible to Calendar, c/o Cycle News, P.O. Box 498, Long Beach, Cal., 90801. Cycle News is not responsible for incorrect information sent or for cancellation of an event.

**american  
cycle  
association**  
presents  
Oct. 17 — Osteen's Motocross  
Oct. 17 — Southbay, 1/2 mile & TT  
Oct. 24 — Carlsbad Motocross  
Oct. 24 — Carlsbad Road Race  
Oct. 24 — Southbay, 1/2 mile & TT  
Oct. 31 — Saddleback Motocross  
Oct. 31 — Willow Springs Road Race  
NEW RIDERS, THE FIRST TIME OUT  
ARE NOT CHARGED POST ENTRY  
For further info. see calendar or  
phone ACA office 1-5 M-F  
★ (714) 774-3ACA ★  
American Cycle Association, 106  
No. Claudina, Suite 312, Anaheim,  
California 92805

**SADDLEBACK  
park**  
Open 7 days 8-5 (714) 639-5832

**OSTEEN'S  
Bike Park  
POMONA**  
Open Weekdays 8 to 5  
Weekends & Holidays  
9 to 5  
For info write: 610 Cherry St.  
Brea, Ca. 92621  
Directions: 2 min. off Pomona Frwy  
at Dudley exit



# Trials

five trying to get out of the ravine once through the section. The other interesting section included some water along with a lot of mud; Section 8 was set alongside of a small pond. The first few riders were able to ride high and clean it but by the time they got back for the second time, the only way to get through was to drop down into the water and follow the rut. Most cleaned the entrance and middle but the exit grabbed all the fives. The exit consisted of trying to climb a small bank, the base of which was covered with hard packed slick clay and it was slip-and-slide time.

The Master-Experts had some very difficult sections to contend with; one consisted of a large log which had to be scaled, most made it over very well but on the other side was a small log with a knot on the top and many got hung up for the duration of the ride and a five on the tally board. The kids had a good time with windy twisty ravines on the side of rolling hills. They rode four loops of five sections.

In the Master class, it was Mark Eggar winning with a loss of 22 points. Second

was Rich Bledsoe dropping 25 points and third place belongs to Bob Nielsen with 32 points against him. The Experts saw Martin Belair drop 51 points for the win. Second went to Ray Rekhop with a loss of 67. Joe Goodson took third with 70. Amateur winners were John Adcox, first with 11 points and John Wirth a close second losing 13. Third went to John Bourdeau dropping 17 points.

The Kids A class went like this: Randy Radar, 7 with 17 cleans; Bruce Bolden 7, with but 13 cleans; and Kim Koskie, 11. Kids B class saw David Graham lose 36 for the win; Cliff Lumsen, 44 for second; and David Bruce, 60 for third.

## MORE AT ONTARIO

California's motorcycle lobbyist, Russ Sanford, will be manning the MORE exhibit at the big Ontario Super Bowl Trade Show this weekend. We strongly suggest that you go by and meet Russ and learn what's happening to motorcycles in the State Legislature this year.

(Cont'd. from page 17)

# want ads

## 1971 CZ 250

One month old, raced once, new 300x21 front tire and 21" Akront, brand new Konis, Filtron, almost new rear tire, heavy duty rear spokes, needs new rim for back, Preston Petty front fender. Call (714) 724-7696 after 6:00 p.m.

## YAMAHA 175

Low miles, never raced, new condition, 21" front end, must sell — \$450.00. (213) 385-2007.

1969 RICKMAN METISSE Mk IV — 500 Triumph, immaculate, two tanks plus many extras, \$795.00. (213) 348-7544.

'70 HONDA 350 SL. Excellent condition, Gold finish, \$575. (213) 256-6238.

1969 MAICO 360 X4A. Exlnt. condition, many extras, \$625. (714) 985-5061.

1969 VELOCETTE VENOM Clubman 500cc cafe road racer — nickel frame, Akronts, clip-ons, black lacquer and chrome exceptional care, \$975, best offer or trade. (213) 374-2689.

'69 YAMAHA 125cc and HONDA 90. Both bikes dirt only. Will trade both for '69 or newer Yamaha 250 or sell both for \$450.00. Day (213) 390-4337, nights & weekends (213) 836-2841.

'69 HUSKY 360, factory Grand Prix engine, new bore, seals, tires, chain, brakes, Cheney axle, dampers and bars. \$725 or trade for Sportsman, Rickman or Cheney Victor. (213) 545-3326.

## PROFESSIONAL SALESMAN

Needs a change, 15 years experience, 5 years present job, top references. Are your sales down? Try Bob Forrest (213) 330-6730.

## QUIT RACING

1970 1/2 C-Z bought new in '71. Konis, raced very little. Includes spare parts kit, like new. \$650 firm. Hodaka '71 Super Rat, excl. cond., spares, \$390 firm. Size 34 Bengt Aberg leathers, full bore boots, Bell helmet, etc. (714) 832-1371.

'71 HODAKA Super Rat full race. Must sell, \$375. (714) 247-2096.

## 1970 CZ MX

Superannuated motocrosser's little-used pet. Filtron, Waterskid plate, Rickman kickstand, folding pegs, silencer, parts kit, and more. Must see, \$650.00. (213) 454-6220.

# Ride Silent...

# Run Wide.

# DEALER & SERVICES DIRECTORY

For listing here write Cycle News, P.O. Box 498, Long Beach, Cal. 90801 or call (213) 427-7433 (ad dept.) Each individual listing \$100.00 per year (50 issues).

## ARIZONA

### PHOENIX

BUDDY STUBBS-ARIZONA H-D — Serving all of Ariz. Complete stock of everything for H-D. Factory trained mechanics. Open 9-6 Tues.-Sat. 2507 E. McDowell Rd., Phoenix 85008. Tel: (602) 275-7005.

## CALIFORNIA

### ALHAMBRA

STEEN'S INC., 1635 W. Valley Blvd., (213) 289-4351 "SUPERGOODIES!" Wholesale: Rickman motorcycles and Metisse kits. Steen mini-cycles. Retail sales: Taco mini-bikes, Ceriani forks, rear shocks and brakes, Magura levers, Steen C chemical motor oil, and our no. 10 catalog full of other good stuff! Hours: 8:30-5:30 Mon. thru Friday, Saturdays 8:30-12:30. Come see us!

### ANAHEIM

ROBERT M. LAW M/C SALES AND SERVICE. Sales & Parts at 224 No. Anaheim Blvd. Service at 239 No. Anaheim Blvd. (714) 533-1309. "We specialize in after sales service." Triumph, Yamaha, Greeves. Open Friday till 9 p.m.

### BELLFLOWER

BELLFLOWER M/C SHOP, INC., 9135 E. Compton Blvd. (2 Blks. E. of Lakewood) Bellflower, 925-5093. "We emphasize service." Tri., Yam.

PAUL'S HARLEY-DAVIDSON — 16211 S. Lakewood Blvd., Bellflower. Ph: 634-1222. H-D — Suzuki — Maico. New & used motorcycles. New & used parts — by mail order, too. Complete parts and accessories. Weekdays 9-6; Sat. 8-5. Lakewood Blvd. off 91 Freeway North.

### BERKELEY

CAMPUS SUZUKI — 1403 San Pablo Ave. Zip 94702. (415) 841-0192. Suzuki, Maico, DKW & Clao sales, service & parts. "Parts are our specialty!" Anything we don't have, we can GET." Open 9-6 Mon. thru Sat. See Jim Johnson.

CYCLE CENTER STORES No. 2 — 37422 Fremont Blvd. Phone: (415) SY 3-7311. Honda, Maico, Triumph. Motorcycle Insurance. Taco & Bonanza Mini-bike. 100% financing on approval of credit. Difficult Customers are a Challenge!

### CANOGA PARK

INTERNATIONAL M/C CO. — 7233 Canoga Ave., Canoga Park. (213) 346-3700. 100's of used parts. Dyno tuning all makes. Precision Machine Shop — Honing & Boring. Tri., Yam., Hod., Moto-Beta.

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### CULVER CITY

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### FULLERTON

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## HAWAIIAN GARDENS

DOWNEN'S — Suzuki, Ossa, Jawa, CZ, Greeves & Maico. Street, Desert & Motocross. Sales & Service. 11835 E. Carson St., Hawaiian Gardens, 1 1/2 Blks. E. of 605 Fwy. off ramp. (714) 521-5343 or (213) 421-1655. Hrs: Mon.-Thurs. 9-7, Fri. 9-9, Sat. 9-4.

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CB MOTORS — Bultaco sales. We svc. all makes. Villiers spares. Trail, street or sports: We fill the bill. Charlie Hockie & Bill Thorwaldson. 13537 Crenshaw Blvd., Hawthorne, Cal. (213) 679-6550.

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HOLLYWOOD CYCLE CENTER, Kawasaki specialty, large stock of parts & access. for street or dirt, complete serv., open 9:30-6:30 Mon.-Fri., Sat. till 5:30. 1339 N. Highland, 1 1/2 blks. S. of Sunset. (213) 466-6355 or 466-8451.

HOLLYWOOD YAMAHA — 860 No. Highland, Hollywood (213) 466-3404. Only authorized Yamaha Dealer in Hollywood. Parts, service and Sales are open 7 days a week. Full line street & dirt access.

## INGLEWOOD

Intensified CROWELL CYCLE SHOP — Ossa, Hodaka, Maico, Moto-Guzzi. Complete parts & service. 10427 Prairie Ave., Inglewood, Cal. Ph. (213) 673-5562. Hours: Mon.-Fri. 9-6, Sat. 9-4.

BILL KRAUSE SPORTCYCLES. The M/C department store. 1257 S. La Brea, Inglewood, Calif. 90301 — (213) 671-0405. Authorized dealer for HONDA, TRI., YAMAHA and GREEVES. Sales—Service—Parts—Insurance.

HARLEY-DAVIDSON OF INGLEWOOD, 901 N. La Brea Blvd. Authorized H-D dealer for Inglewood area. Specializing in road riders access. & parts for all models. Full equipped service dept. with fact. trained mechs. Open Tues.-Sat. 8-6. 671-7609.

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## LA PUENTE

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1970 YAMAHA 250 ENDURO. Gyt head, MX bars, knobby, expansion chamber & silencer. Street gear included, \$550. (213) 425-6104.

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Desert or MX, well equipped, Betor shocks, all new top & bottom, sprockets, jets, mod. piston, new clutch, bars, comp. rel., pegs, custom paint, \$565. Also Mach III Kawasaki, perfect condition, \$670. Call (213) 498-2525.

1965 GREEVES, excellent except bad carburetor, \$150.00. 175cc B.S.A. rebuilt eng., \$50.00. (213) 867-6979.

'66 TRIUMPH T100C 500cc. Excellent cond., must sell. (213) 834-8996.

**SACHS 125**  
Milled head, 4 across spoking MX bars, Millard, \$350. (213) 472-7276 Jim.

1965 VELOCETTE THROXTON 3 piece Avon fairing, 9 cams, racing valves, new clutch, generator, Dunlop 481, clip-ons rear sets, spares, new seat, chrome, paint, super fast, \$695.00. (213) 762-9253.

360" CZ BOUGHT NEW in Dec. '70. Cow trail only, giving up sport, excellent cond., extras, \$700.00. (213) 889-8595.

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YAMAHA 125 MX. 21" front wheel, Filtron, Barum tire, fork brace, new top end, comp. release, Booster springs, power and speed, \$400. (714) 838-8860.

'70 YAMAHA 125 MX. A-1 condition, new paint, Flanders, Magura, Hooker, 21" extended swing arm & more. See to believe. Must sell immediately, \$350.00. (714) 535-5786.

**WANTED DT-1**  
Barrel — Gyt or stock. Also piston. (213) 377-1457.

1971 H-D SPRINT SX350, \$750, like new. 8730 Garibaldi, San Gabriel, Calif. (213) 287-6883.

'70 BULTACO Lobito, 200cc, has lights & expansion chamber, excellent trail bike, \$400.00. (213) 896-6209.

1970 BULTACO PurSang "E", 2 months old, top condition, must sell, \$800.00. (213) 896-6209.

BSA 500cc SINGLE, fresh engine, center mount oil tank, needle bearing trans., SCR gears, double dampers. Make offer. (714) 675-6275.

**1969 DATSUN 1600 ROADSTER**  
Mechanically great! Super clean — inside and outside, very nice! \$1475. (213) 530-5630.

'65 HONDA 305 nu engine, cust. paint, nu tires, \$350. (213) 934-1211, 10-10 daily.

'71 SUZUKI 400 CYCLONE. Excellent condition, \$799.00 or trade for Triumph dirt bike, street legal enduro — AND CASH. (213) 363-9130.

**FOR SALE:** 34 Mikuni carb., Curnutt shocks. (213) 862-3764.

'71 BULTACO MATADOR 250, 3 months old, extras, \$725.00. (213) 342-6966 (Van Nuys).

LOST AT 4 Aces G.P. Sky power silencer for Husky. (213) 434-5544.

**SELL OR TRADE:** '70 Yamaha 250 MX or trade for '70-71 Sherpa "T" or Cota. (213) 360-8409.

**ENDURO & DESERT RACER: OWN AND RACE THE WORLD CHAMPION 6 DAY WINNER 1970 & 1971**

**JAWA 250cc ISDT 1970.**  
This is a hand built 6 Day bike. Engine No. 21, Frame No. 63. 6 ply Barum tires front and rear. Complete with all 6 Day accessories. \$865 or will trade ?? Bike can be seen at Stylecraft Upholstery, c/o Oscar Heintz, 430 North Barranca, Covina, Calif. Phone (213) 966-4777 between 8:30 a.m. and 6 p.m. or 964-7831 between 7 and 10 p.m.

'69 BULTACO PURSANG, 3 1/2 gal. Sell or trade for Bultaco 100. '70 Ossa Pioneer, release, Akronts, 21, excellent condition, less than 400 miles. (213) 370-5484, after 6 371-3852.

YAMAHA ENGINE 125cc for AT1 Enduro. Has comp. release but no carb, \$75. (213) 837-0803.

YAMAHA PARTS: CT1-barrel, piston, head, \$50.00. Webco head, \$25.00. AT1-Bailey pipe, \$25.00. 54 tooth sprocket for AT1 or CT1, \$8.00. (213) 534-5066.

B.S.A. VICTOR 1968. Frame complete with wheels, Ceriani forks, battery, many extras, \$125.00. (916) 253-3291. H.E. Young, St. Rt. 3 Box 82, Susanville, Calif.

"305" HONDA runs good, \$395.00. Call (714) 879-8253 — Ed.

1970 CZ 250, less wheels and forks, \$250.00. Bakersfield (805) 323-5192.

'71 YAMAHA 125 MX. 21" Akront, Barum knobbies, Filtron, Petty fenders, Bailey down chamber, fork brace, standard chamber free. \$450.00. (213) 641-2579.

1970 1/4 HUSKY 360 ENDURO. Mikuni, new rear tire, extra sprocket, new rear springs, 1600 miles, street legal, excellent condition, \$800.00. Saugus (805) 252-8583.

'71 SUZUKI TM-400. 4 months old, never raced, Dirling rear shocks, mint condition, \$799.00. Girt. (805) 255-1335.

**WANTED:** Engine — 90-125cc. Must be 5 speed, will consider any make. Nites & weekends (213) 672-4190.

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1971 450 DUCATI Desmo R/T, 10 hours old. \$950.00. (213) 443-5712 days.

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Yamaha 175, 21" front, Filtron, Curnutts, full floating back plate, 2 chambers plus stock exhaust, nickle plated, high comp. head, spare head and barrel, fresh engine, custom paint, plastic fenders, front & rear, many spares, \$475.00 or best offer. (714) 982-9630.

**\$1500 MX**  
Oak Creek Ranch, Oct. 24. Mid-Valley CZ Team Challenger. (213) 376-4573.

1969 YAMAHA CT1, 175, excellent condition, 2000 miles, \$375.00. (213) 839-1910.

HODAKA, Cerianis front and rear, 17" "19" Akronts, Sonicwind swingarm, nickle plated frame, engine by Precision Cycle. \$400 or offer. Phone (213) 692-5919 for more details.

1970 KAWASAKI 90 clean, \$250.00. (213) 842-5354.

'71 HONDA 750 K-1. 4 mos. old, mint cond., lots of extras, new chain, \$1700 invested, \$1325 or trade for 125 MX bike or truck or both. (805) 942-5482 Ask for Doug or Ron.

**STREET BIKE**  
1970 Honda CB175, less than 1,800 mi. As new condition, orange tank, electric starter, \$425.00. Call Roger Morrison (714) 646-4455.

RICKMAN METISSE 500cc Tri. motor, \$850.00. Phone (213) 280-3445 8-5 pm.

1970 CZ 250cc. A-1 condition, best offer over \$600.00. (213) 884-0233.

'70 KAWASAKI 500 MACH III. Mint condition, custom paint job, new pistons & rings, new tire. Must see to appreciate. Call (714) 689-0702 or 687-7243.

'70 OSSA STILETTO, plastic Maico type fender, more. (213) 472-9986.

1971 BULTACO 250 PURSANG. 2 hrs. old, leaving state, dual ign., English Pirellis, Akront rims, extra padded seat, 2 tanks, skid plate, \$825.00. (213) 754-7783.

1971 RICKMAN Westlake 500 Single. \$1000/best offer. (213) 391-1467.

**1969 YAMAHA 125 MX**  
Good cond., eng. recently rebuilt (4 hrs.), desert ready, \$375.00. (714) 897-1428 weekdays after 4 p.m., in Westminster.

KAWASAKI 120. DIRT, extra 120 parts engine, plus 100cc full race engine, not Centurion. Many extra parts, see to appreciate, \$350. (714) 796-1849 after 5 p.m.

'71 C.Z. 360, 5 mo. old, mint cond. Girling shocks, skid plate, comp. release, fork seals, folding peg, all tools. Doctor forces sales, \$975.00. S.F.V. (213) 989-5363.

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**WANTED:** Moto Beta 100cc-125cc engine in good cond. (213) 569-5209.

1970 1/2 KAWASAKI CENTURION, 2 1/2 gal. tank, Mavricks, fork brace, Petty fender, Webco MX bars, Gator pegs, trials tires, Filtron, & Webco head, \$400. (213) 796-0062 eves.

1970 "400" HUSKY, ex. condition. Also 1971 Yamaha 125 MX, only rode twice. Call after 6:00 (213) 280-0851.

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3 months old, fastest 125, super porting, 28 Mikuni, Grand Prix engine, Suzuki pipe, brake crossover, frame gussets, shift kit, cherry, broke leg. \$750.00. (213) 353-2844.

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1970 360 X4A, Mikuni, new engine/1970 400 Cross. Excint., \$500 & 750 (Must sell). Come out to the desert & save on these top machines. (805) 258-5902.

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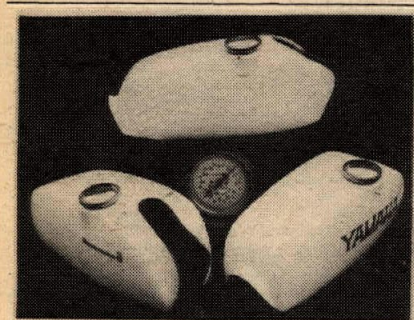
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1968 HODAKA 100cc with Dykes, Filtron, chamber, release, brace, Rickman bars, good condition. Call (213) 863-9748.

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\$600.00 or trade for good V.W. Ph. (714) 372-4869.

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'70 360 YAMAHA. VAN TECH leading link, Rickman bars, Filtron, frame lowered, ridden 5 times. Call (213) 862-3631 6-9 p.m. Ask for Ken.

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1970 YAMAHA 360 MX set up for TT, also 1971 250 MX for TT. Both in new condition, must see to appreciate. Call (805) 947-3051, Palmdale, Ca.

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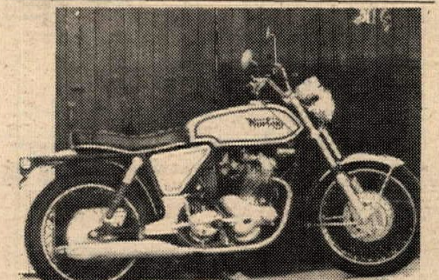
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'70 Norton Commando. Excellent condition, new paint. Asking \$1100. '70 Kawa. Mach III, \$600. (213) 379-3142.

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Betor forks, Konis, engine lowered, many more extras, \$1200 invested at dealer's cost, owned by Yamaha mech. Sacrifice \$795. (805) 967-6874.

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1969 1/2 YAMAHA DT1-B. Gyt kit, 21" wheel, ported, brace, shocks, Filtron, many extras, excellent condition, fast. Must sell, \$495.00. (213) 896-5186 eves.

**BULTACO SHERPA, 1971**  
Fair condition, extras, Filtron, Preston Petty, etc. Must sell fast. Please call (213) 391-1560. \$600 or best offer.

1970 HUSKY 250, 8-speed. 1971 Moto-X gears & shifter. Motoplat ignition, Mikuni carb., comp. release, new shocks & seals, engine completely rebuilt. \$775.00. (213) 346-6224 after 7 p.m.

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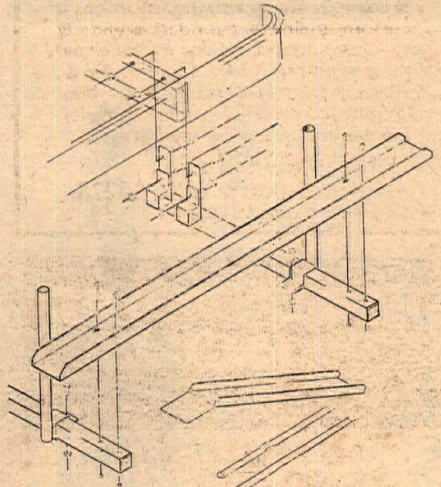
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Business for sale, price \$75,000.00: Parts — motors — equipment. Shop phone (213) 677-5111, home (213) 671-6839.

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Kawasaki 90, G3 TR, 1970 — low miles, well kept, used only for school transportation. If you need low cost, dependable transportation, \$250.00. Call (213) 429-6228 after 4 pm.

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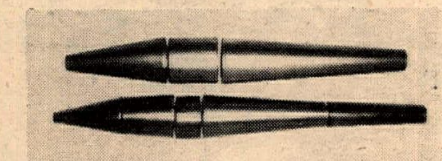
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Cycle News sticky and MIC "Less Sound — More Ground" button. Send self-addressed, stamped envelope to Cycle News West, P.O. Box 498, Long Beach, Ca. 90801, Dept. CNB.  
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# Indian BANNED FROM 50 c.c. COMPETITION



## ONE LITTLE RED INDIAN — THREE WINNERS

All From Cycle Town, Norwalk, California

Lance Moorewood

Kelly Moran

Shawn Moran

### TIME & PLACE

Sept. 5, 1971  
Indian Dunes,  
Valencia, Calif.

Sept. 8, 1971  
Trojan Speedway,  
South Gate, Calif.

Sept. 19, 1971  
Indian Dunes,  
Valencia, Calif.

Sept. 21, 1971  
Trojan Speedway,  
South Gate, Calif.

### AND WHEN THE DUST CLEARED

Kelly Moran had won all three heats in the 1 to 3.9 HP open class and placed 1st overall. Kelly Moran jumping up to the Mini-cycle open class placed 4th in the three heats.

Lance Moorewood had performed the following feats:

1 to 3.9 HP open class — won all three heats placing 1st overall.

4 to 6 HP open class — took 2nd and 3rd in two heats.

Mini-cycle open class against SL-70 Hondas, placed 4th overall.

Lance Moorewood had made a clean sweep of both the 1 to 3.9 HP and 4 to 6 HP open classes placing 1st overall in both classes. "Indian" Dunes is aptly named.

Lance Moorewood creamed the competition again in the 1 to 3.9 HP open class placing 1st in overall competition.



### THE STORY OF ONE LITTLE RED INDIAN

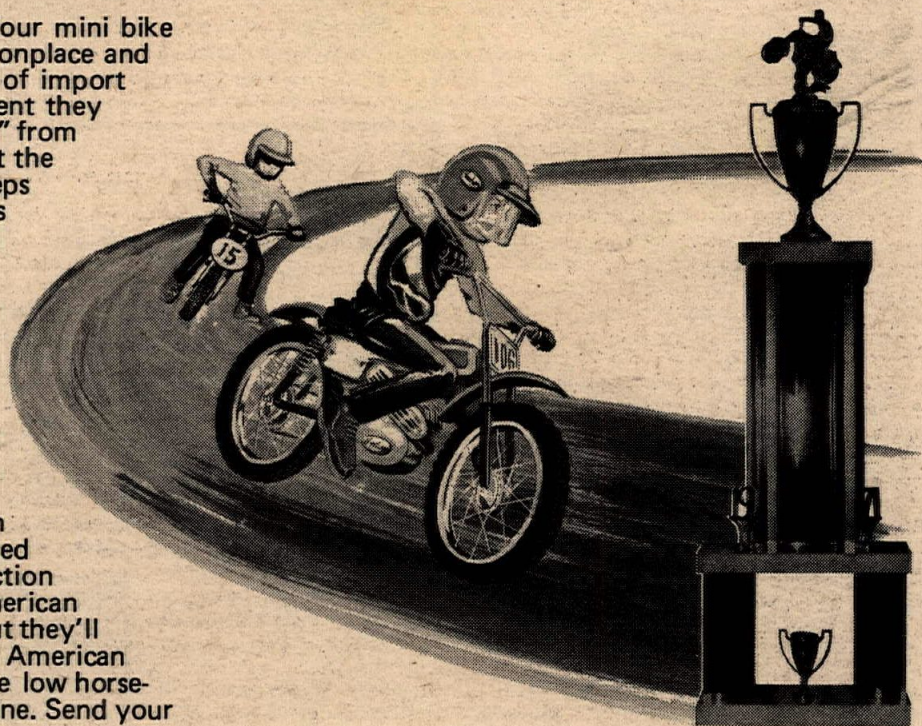
Yes, it's true, one little red Indian is scaring the kimonos off the big four mini bike racing teams. Indian massacres at local speedways are becoming commonplace and one little red American Indian is becoming quite a thorn in the sides of import mini-bike owners. In fact, to save themselves from further embarrassment they organized a campaign to "Ban the stock 50 cc Junior Cross Indian Bombs" from further competition in their rightful class — the 1 to 3.9 HP open. First the little red Indian was shoved up to the 4 to 6 HP open where clean sweeps again quickly became commonplace and Indian was banned again from less reputable speedways where a sense of fair play seems to be questionable.

#### WHY WAS OUR LITTLE RED INDIAN BANNED?

It was because of our superior wheel and hub design. Seems silly doesn't it? Under present track rules and regulations, wheel and hub size are left open in the 1 to 3.9 HP and 4 to 6 HP "open" classes. The new rule book to be written will eliminate bikes with 14" hubs. Who does that rule out? Naturally, only our little red Indian.

#### WHY DID INDIAN DESIGNERS SELECT A 14" HUB?

We wanted to give the young rider maximum control. The 50 cc Junior-cross model is specifically built with rider safety in mind. For years, the rich foreign importers have blatantly ignored safety features in this size of bike. Well now there is an American engineered and designed bike with big bike quality and performance which, right off the production line, can cream the highly modified imports. When faced with serious American competition, the importers may improve the quality of their small bikes but they'll never exceed the quality standards of an Indian. We need you — "The American Motorcycle Buyer" to help us defend our position on rider safety in the low horsepower classes. If you want to pledge us your support, please drop us a line. Send your response to "Indian Affairs" P.O. Box 801, Inglewood, California 90307.

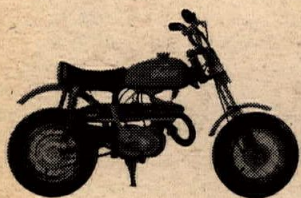


THE

# Indian

MOTORCYCLE COMPANY 1535 West Rosecrans Avenue Gardena, California 90249

DEALER INQUIRIES INVITED



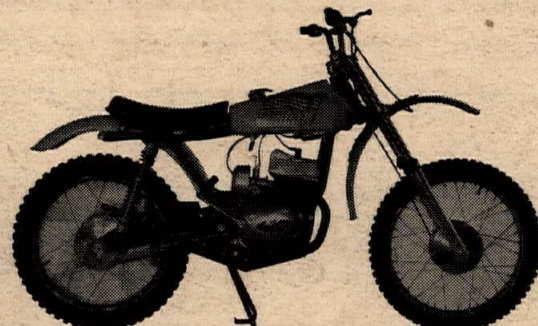
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SUPER ENDURO - 54



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